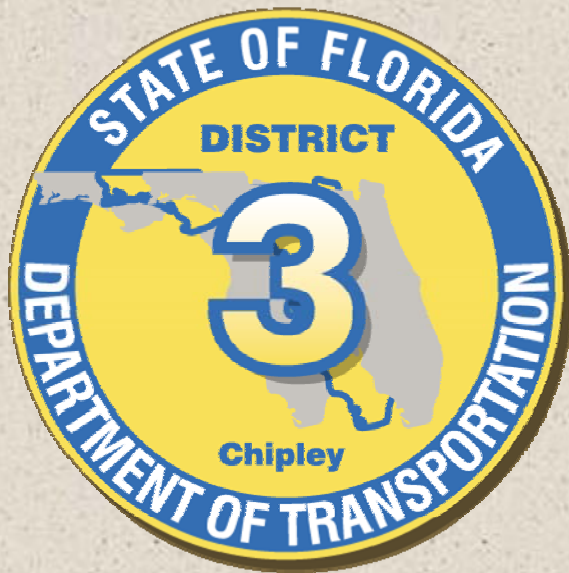
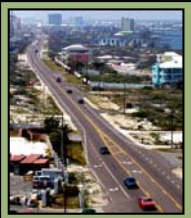


*Florida Department of
Transportation, District 3
Environmental Technical Advisory Team
(ETAT) Meeting
October 22, 2009*



etdm
**Efficient Transportation
Decision Making**

Upcoming ETDM Projects in District 3

October 22, 2009

SR 87 Connector

- FDOT PM – Peggy Kelly

SR 87 Description

- The existing SR 87 is primarily a **north-south rural minor arterial** roadway located in Santa Rosa, County Florida. The road extends from US 98 along the Gulf Coast to the Florida/Alabama State line.
- Generally is rural in nature with the exceptions through the Town of Milton.
- SR 87 serves as a corridor for freight movement.
- The segment of SR 87 from I-10 north to US 90 is four-lane divided. At US 90, SR 87 utilizes the US 90 alignment for approximately 4.6 miles and heads west over the Blackwater River, through the historic district of Milton to where it intersects with SR 87N. This segment is mostly a two-lane undivided roadway.
- SR 87 serves as one of the State's primary emergency evacuation routes.

Subject Project

- Project Development and Environment Study to evaluate the potential for providing a new corridor for the missing link of SR 87 in Santa Rosa County.
- The study area extends from a southern boundary just north of I-10 along SR 87S; to the intersection of Southridge Road and SR 87N to the north; just west of SR 87N to the west; and just east of SR 87S to the east.
- This would be a new roadway facility linking SR 87S with SR 87N, as an alternative to the existing shared facility of SR 87 and US 90, which is a constrained facility that is currently operating at a failing level of service (LOS F).
- Depending on the corridor route, the distance could range from 9 to 12 miles. It would include a new river crossing.
- The roadway would likely be a two-lane rural facility with right-of-way for a future four-lane divided facility.
- A number of new corridors will be identified and evaluated for improved mobility and safety.

I-10/US 29 Interchange Reevaluation

- FDOT PM - Alan Vann
- Escambia County
- This project involves the re-evaluation of proposed improvements to the I-10/ US 29 interchange as well as the proposed widening of I-10 from the US 29 interchange to a point just west of the recently improved I-10/I-110 interchange in Escambia County. The limits of this reevaluation were included in the original PD&E study entitled Interstate 10 (SR 8) from west of Pensacola Boulevard (SR 95, US 29) to east of Scenic Highway (SR 1 OA, US 90) and Interstate I-110 from Maxwell Street to Interstate 10 (SR 8) which resulted in a Finding of No Significant Impact (FONSI) in 2000.

I-10/Beulah Road Interchange

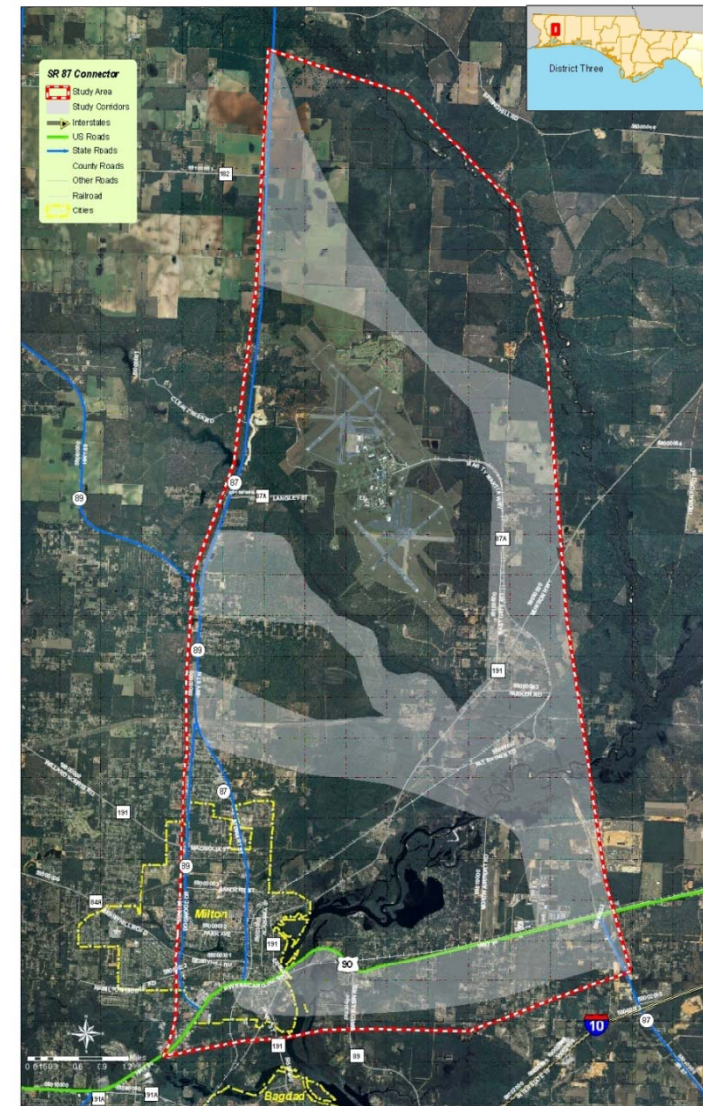
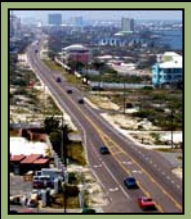
- Planning Screen
- Escambia County project
- Howard Hodge – FDOT Liaison. FDOT is coordinating with the FATPO on this project.
- County is currently working on the I-10/Beulah Road IJR.
- The potential interchange area is outside of the City of Pensacola. The land surrounding the proposed interchange area is mostly undeveloped in three to four of its quadrants. However, there is a single family subdivision located in the southeast quadrant.
- Beulah Road is an existing roadway that has an overpass over I-10.
- The interchange is planned to be part of the Escambia-Santa Rosa Beltway.
- The Beltway is a potential toll facility based on initial feasibility studies by Turnpike. The piece of Beltway from I-10 north was determined to be the most feasible of the three Segments evaluated.
- The interchange would provide potential relief to the Interstate and the adjacent interchanges.
- The project Area of Influence (AOI) along I-10 is from west of the eastbound I-10 WIM station located east of the Florida/Alabama S.L. to just east of the SR 297 (Pine Forest Rd.) interchange. And just to the north and south of I-10 along Beulah Road. This AOI includes the on and off ramps and the merge/diverge areas associated with these ramps.
- Build Alternatives will include a diamond interchange.

Nine Mile Road from Pine Forest Road to US 29

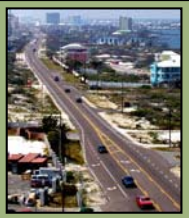
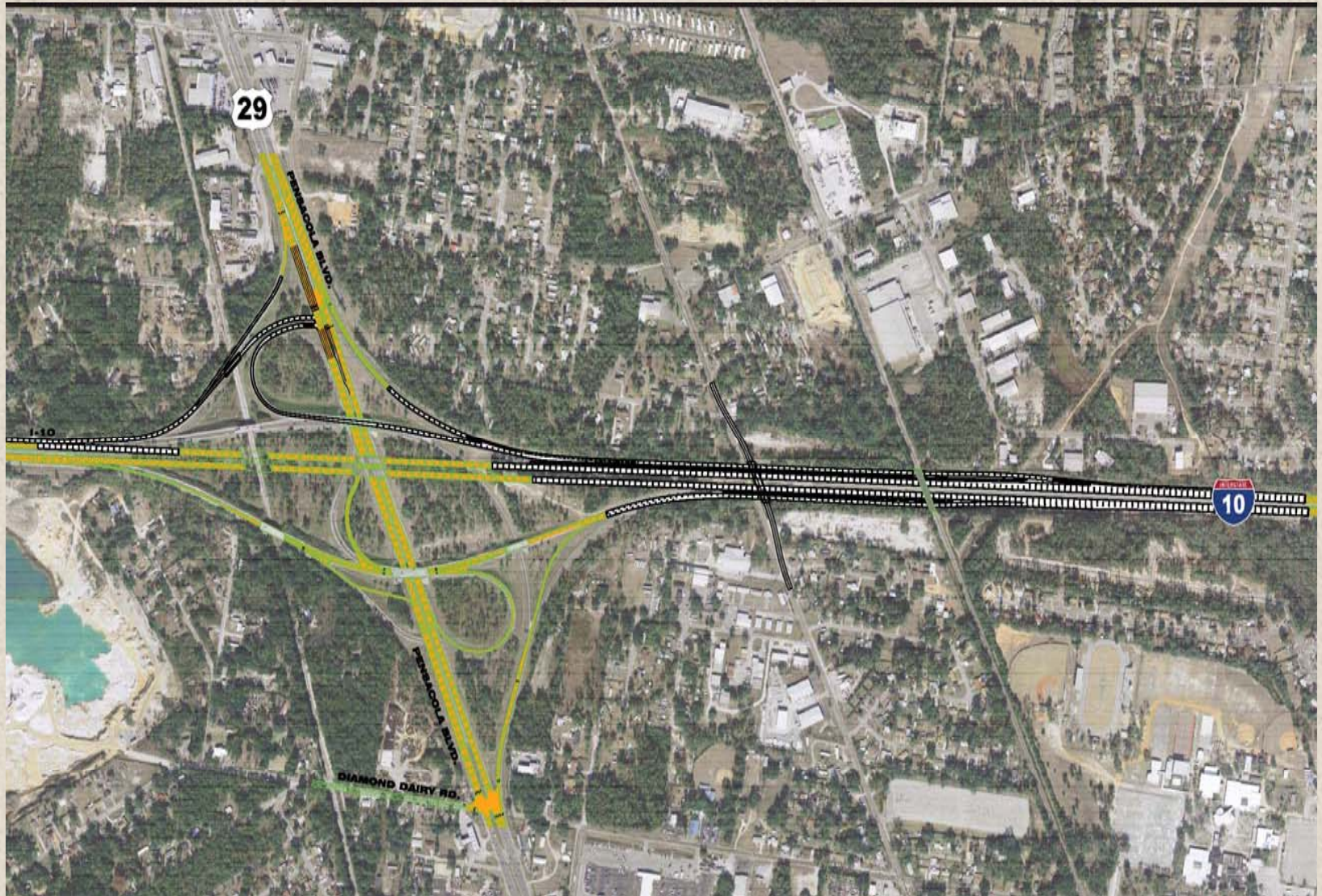
- History: A PD&E study entitled Nine Mile Road from Alabama State Line to University Parkway and Pine Forest Road I-10 to Nine Mile Road was approved in 1992 for a distance of approximately **13.7 miles**.
- When the PD&E was originally completed and approved, a segment of the PD&E Study advanced to the design phase, Nine Mile Road from I-10 to University Parkway; a distance 7.970 miles.
- This project was stopped at 90% design.
- This segment contains the 2 mile section that the county currently wants to reevaluate.
- A reevaluation is in order to assess an alternate to the approved 4-lane rural typical section.

SR 87 Connector Santa Rosa County

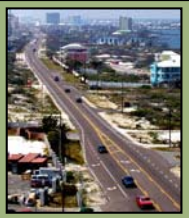
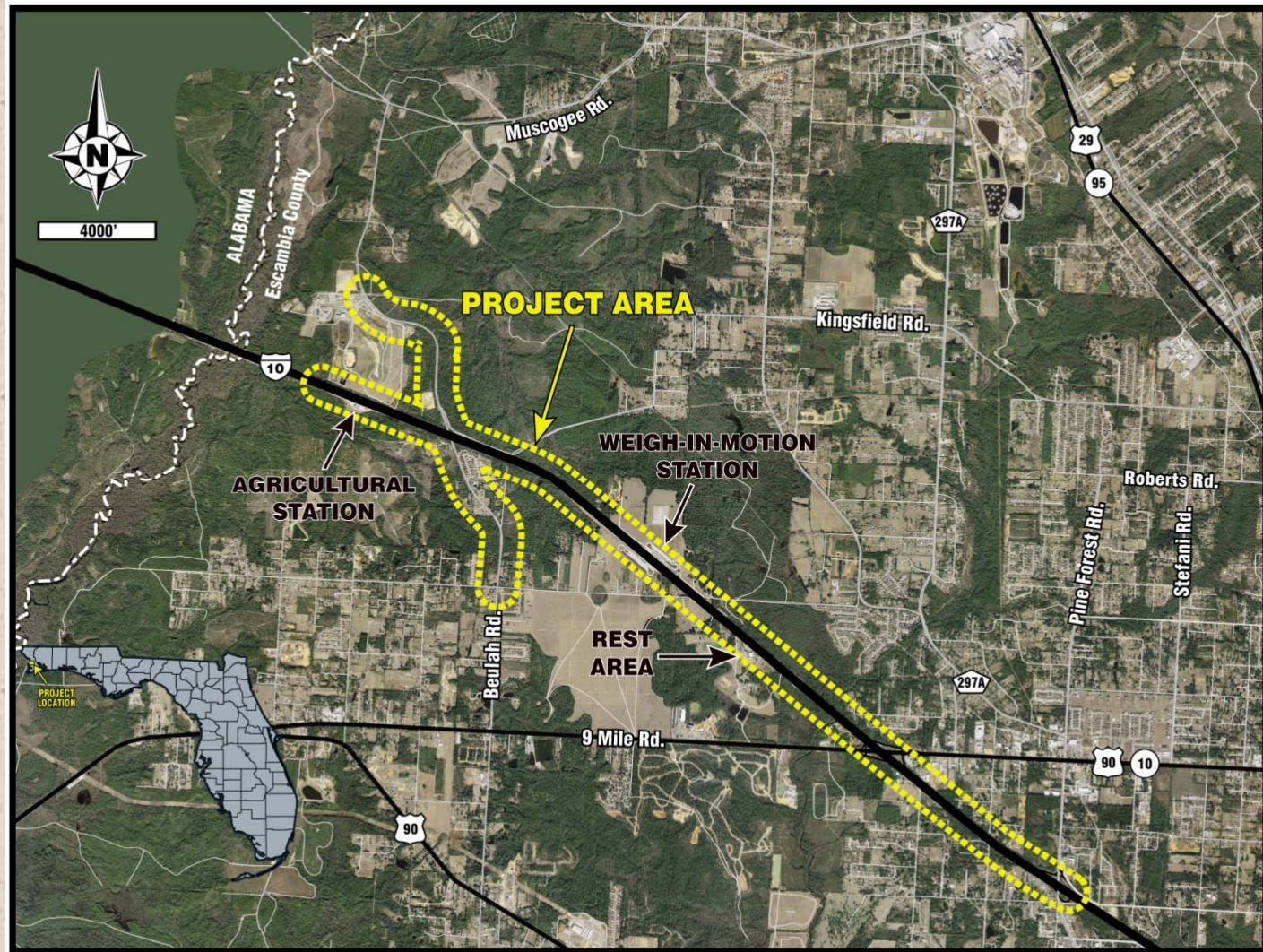
Corridor Focus Area Map



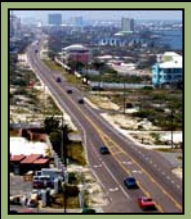
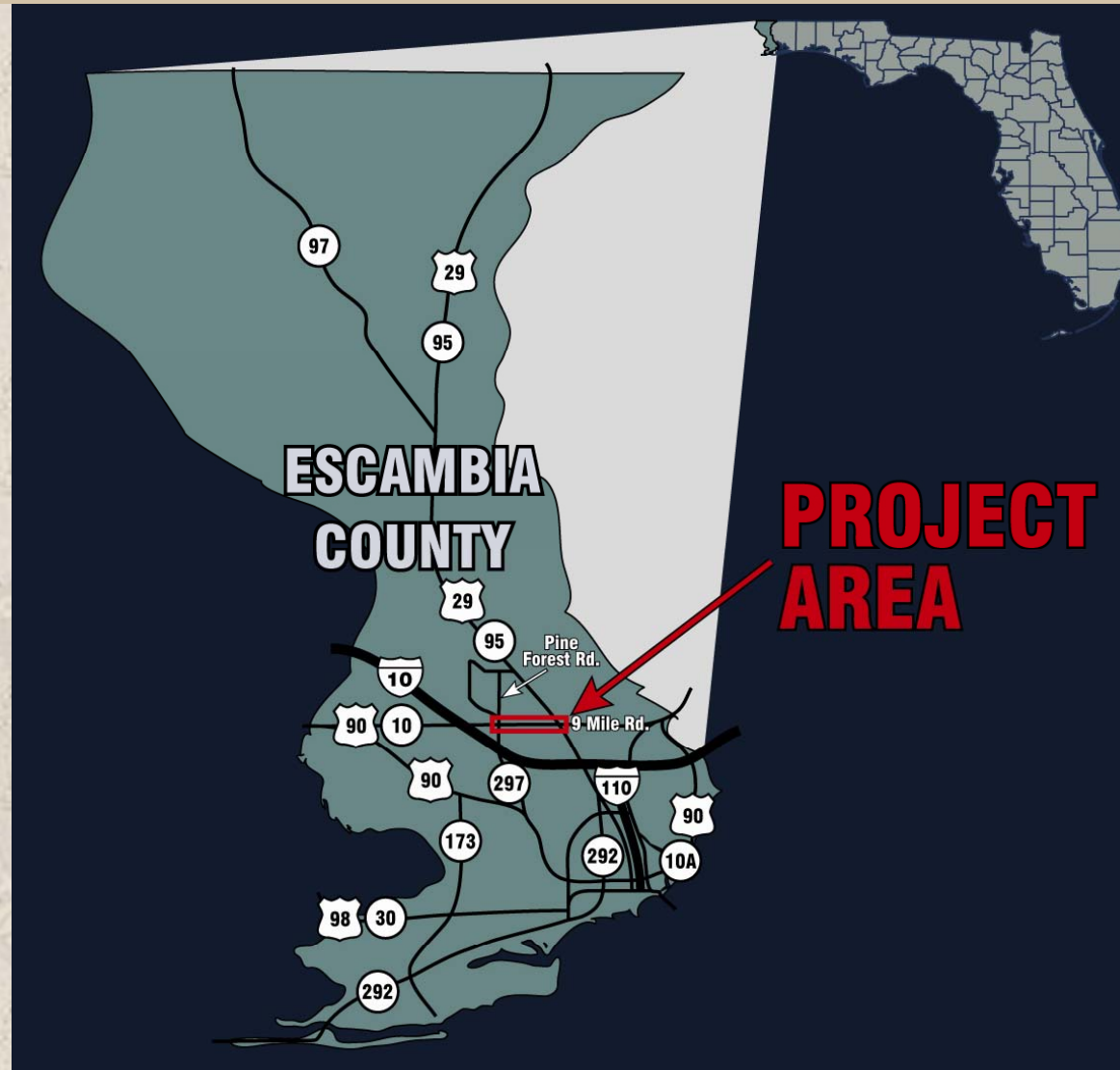
I-10/U.S. 29 Interchange Reevaluation



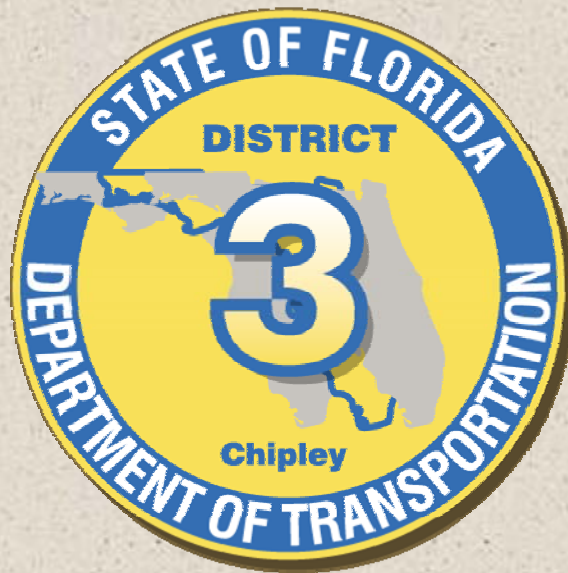
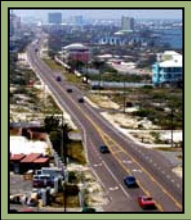
I-10/Beulah Road Interchange



Nine Mile Road *from Pine Forest Road to US 29*



Questions??



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