TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

1. **Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

✔ Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

2. **Agency name of the applicant.** (Word limit 5).

Escambia County, Florida

3. **Agency contact person’s name and title.** (Word limit 5).

Terry S. Strickland II, Grants & Special Projects Coordinator

4. **Agency contact person’s telephone number and email address.** (Word limit 5).

850-776-0436, tsstrickland@myescambia.com

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT's primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities "to undertake and satisfactorily complete the work" for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

✔ **LAP Full Certification**

Provide:

Approval Date: 05/23/2025 and Expiration Date: 06/30/2028

Responsible Charge Name: Donald Christian III

LAP Project Specific Certification

Provide:

Approval Date: Project FM(s) Number:

Responsible Charge Name:

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: Contact Name:

Address: Phone:

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15). Pensacola Beach Shared Use Path Safety & ADA Improvements

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).

   Yes ✔ No N/A

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).

   Yes ✔ No N/A

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).

   Yes ✔ No N/A

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

This project will deliver safety and Americans with Disabilities Act (ADA) improvements to the existing Pensacola Beach Shared Use Path within the public right-of-way along CR-399, from Warrington Bank to the Pensacola Beach Toll Booth. The corridor is a primary nonmotorized facility in a constrained barrier-island environment with high pedestrian and bicycle activity and up to 23,500 AADT.

Portions of the existing path do not meet ADA standards, with deficiencies at curb ramps, landings, and pedestrian and driveway crossings, creating barriers for persons with disabilities and increasing injury risk. Over the past five years, the corridor experienced 13 pedestrian- or bicycle-involved crashes, qualifying it as a high crash corridor.

The project would reconstruct driveway crossings, install ADA-compliant curb ramps and detectable warnings, enhance pedestrian crossings, and update signing, pavement markings, and minor drainage. These improvements will provide a physically separated, clearly defined shared use path that reduces conflicts with motor vehicles, improves predictability at conflict points, and enhances first- and last-mile connections to transit, parks and civic destinations.

By completing a continuous, ADA-compliant corridor, the project improves safety, accessibility, and mobility for pedestrians and bicyclists of all ages and abilities while supporting nonmotorized travel in a high-demand tourist area.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

N/A

2. **Indicate the county(ies) of the project location.** (Word limit 5).

Escambia County

3. **Roadway Classification**

	Yes	✔	No	State roadway (on-system)
	Yes	✔	No	Federal roadway
✔	Yes		No	Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

CR-399/Via De Luna Drive/Fort Pickens Road/48230000

5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

Fort Pickens Road at Warrington Bank

6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

Via De Luna Drive at Pensacola Beach Toll Booth

7. **Indicate the total project length, in miles and linear feet.** (Word limit 10).

1.13 miles/5,987 linear feet

8. **Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

	Yes	✔	No	N/A

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

✔	Yes		No	Escambia County has programmed $510,771 in local funds to construct the shared-use path segment along Via De Luna Drive between Fort Pickens Road and the Pensacola Beach Toll Booth. This work is contiguous with and complementary to this project.

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the "Infrastructure" or "NI" selections.

✔ **A. Infrastructure.** If so, select "yes", then select the most appropriate "infrastructure" eligible activity from listing below. (Pages range 5-6)	**B. Non-infrastructure (NI).** If so, select "yes", then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal). As applicable, complete infrastructure eligible text fields.

✔ **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If "yes", list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

N/A

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If "yes", list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

N/A

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If "yes", list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

N/A

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If "yes", list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

N/A

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

N/A

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

N/A

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

N/A

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

N/A

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

N/A

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

- Number of walk or bicycle audits.
- Number of bicycle skills / safety classes.
- Number of pedestrian skills / safety classes.
- Number of community demonstration projects.
- Number of community encouragement activities.
- Number of community challenges.
- Number of community workshops / stakeholder meetings.
- Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.
- Number of school assemblies receiving pedestrian / bicycle safety instruction / education.
- Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).
- Number of after school programs receiving pedestrian / bicycle safety instruction / education.
- Number of bicycle rodeos.
- Number of pedestrian safety skills events.
- Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).
- Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).
- Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

PART 6 – AREA CONDITIONS

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. **Select one box that describes the geographic population size of the project area.**

   Non-Urban Area with a population of 5,000 or less

   Urban Area with a population greater than 5,000 but no more than 50,000

   Urban Area with a population greater than 50,000 but no more than 200,000

   ✔ Urban Area with a population greater than 200,000

2. **Is the project within the boundary of an MPO*?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided. (Word limit 5).

   ✔ Yes No Florida-Alabama TPO

3. **Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

   ✔ Yes No Pensacola, FL-AL

4. **Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

   Yes ✔ No N/A

5. **Indicate the United States Congressional District number(s) of the project location.** (Word limit 5).

   FL01

6. **Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census?** These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

   ✔ Yes No ADA path improves safe access for seniors, children, disabled residents.

7. **Are there transit stops / shelters / support facilities within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

   ✔ Yes No Stops 4 and 7

8. **Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?**

   ✔ Yes No

9. **Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?**

   ✔ Yes No

10. **Would the project implement a bicycle or pedestrian action plan(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption. (Word limit 5).

    ✔ Yes No ECRC Safety Action Plan (2024)

**** Metropolitan / Transportation Planning Organization / Agency (MPO)***

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. **Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement?** If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided. (Word limit 10).

   ✔ Yes No

2. **Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project?** If "yes", provide meeting information, including the date and type of advisory board meeting, and the input received. If "no", indicate N/A in the space provided. (Word limit 10).

   ✔ Yes No ECRC Safety Action Plan (2024)

3. **Was there an advertised public meeting to discuss the project?** If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided. (Word limit 10).

   Yes ✔ No N/A

4. **Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If "yes", briefly explain. If "no", indicate N/A in the space provided. (Word limit 10).

   ✔ Yes No SRIA Visitor Survey (2024)

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

✔ Yes No FL-AL TPO 2050 LRTP Needs Plan (adopted May 14, 2025)

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**

   Yes ✔ No

2. **Does the project involve state-owned conservation lands?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).

   Yes ✔ No

3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate railway facility. (Word limit 5).

   Yes ✔ No N/A

4. **Does the project physically cross a railway facility?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the crossing's railway identification number, and beginning and ending mile points. (Word limit 5).

   Yes ✔ No N/A

5. **Would the project provide lighting at locations with nighttime crashes?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe the proposed lighting in the space provided. (Word limit 5).

   Yes ✔ No N/A

6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe proposed ADA improvements in the space provided. (Word limit 5).

   Yes ✔ No N/A

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided. (Word limit 10).

   Yes ✔ No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown". (Word limit 5).

   Yes ✔ No Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown". (Word limit 5).

   Yes ✔ No Unknown N/A

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided. (Word limit 5).

    ✔ Yes No Pensacola Beach, Quietwater Beach

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways. (Word limit 5).

    ✔ Yes No Gulf of Mexico; Santa Rosa Sound

12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

    Yes ✔ No N/A

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    Yes ✔ No Unknown N/A

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    Yes ✔ No Unknown N/A

15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown" (Word limit 5).

    Yes ✔ No Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. **Are signed and sealed design plans available for this project?**

   ✔ Yes No

2. **If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status.** (Word limit 100).

   No design plans 30% design plans 60% design plans 90% design plans

   ✔ Other:

   Design plans are complete at 100 percent and reflect existing conditions. Plans meet current applicable standards, including FDOT criteria and ADA requirements, and are ready for implementation subject to funding authorization.

3. **Briefly describe the design status in the space provided.** If design is at 100 percent, indicate the date of the plans. (Word limit 100).

   Design plans are complete at 100 percent. Final construction plans were prepared by Escambia County Engineering and are dated May 2025. Plans reflect existing conditions and comply with current applicable standards, including ADA requirements, and are ready for construction subject to funding authorization.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

PART 11 – OWNERSHIP / ROW STATUS

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

   Yes ✔ No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.** (Word limit 150).

The proposed project is entirely within existing public right-of-way along Fort Pickens Road and the existing shared-use path. No additional right-of-way acquisition, easements, or temporary construction rights are required. The right-of-way is publicly owned and maintained, with ownership and limits established through existing plats, roadway records, and certified surveys on file with Escambia County. No fee-simple purchases, less-than-fee interests, leases, or utility, drainage, railroad, or other third-party permits are necessary for construction. As no right-of-way acquisition is required, no coordination with other landowners is anticipated, and no acquisition timeline, funding source, or parcel identification is applicable. Escambia County will retain ownership and maintenance responsibility for the project area.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5” x 11” scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.
1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs ($)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate ($)
		Start (mm/yy)	End (mm/yy)	TA Program ($)	Other Federal ($)	Non-TA/ Local Funds ($)	Other ($)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)	✔			44988.52		56271.35		101259.87
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction	✔			346065.50		432856.50		778922
CEI	✔			17303.28		21642.83		38946.11
Other costs (describe)								
							Total Infrastructure Project Cost Estimate	

***** Note: applications for infrastructure projects do not need to fill out this page*****

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES

FDOT Transportation Alternatives Program:
https://www.fdot.gov/planning/systems/systems-management/tap

FDOT Local Agency Program Manual:
http://www.fdot.gov/programmanagement/LP/Default.shtm

FDOT Office of Environmental Management PD&E Manual:
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Basis of Estimates Manual:
https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual

Florida Safe Routes to School Guidelines:
https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

BoldSign Document ID: cd95e4b0-34c1-4a9a-891c-4122b48c4d4d

TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Pensacola Beach Shared Use Path Safety & ADA Improvements

LOCATION: CR-399 (Via De Luna Dr/Fort Pickens Road)

PROJECT LIMITS: (from south or west limit) Warrington Bank

(to north or east limit) Pensacola Beach Toll Booth

By checking the box you agree to do the following:

- ✔ Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- ✔ Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- ✔ Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).
- ✔ Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- ✔ Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.



* Signature

Ashlee Hofberger

Name (please type or print)

Chair, Escambia County Board of County Commissioners

Title

01/16/2025

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

PedBikeTrail

2023 MASTER PLAN

Florida-Alabama TPO
Transportation Planning Organization



PedBikeTrail



2023 MASTER PLAN

Prepared for:

Emerald Coast Regional Council (ECRC)
staff to the Florida-Alabama TPO

EMERALD COAST REGIONAL COUNCIL

Florida-Alabama TPO
Transportation Planning Organization

Prepared by:

AtkinsRéalis

This report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code in partial fulfillment of Task 5 of the FY 2023-2024 Unified Planning Work Program (UPWP). The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. The TPO does not discriminate in any of its programs or services. Public participation is solicited by the TPO without regard to race, color, national origin, sex, age, disability, family or religious status. Learn more about our commitment to nondiscrimination and diversity by contacting our Title VI/Nondiscrimination Coordinator.

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RESOLUTION FL-AL 23-30

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2023 PEDESTRIAN/BICYCLE MASTER PLAN UPDATE

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 Florida-Alabama TPO multi-modal transportation planning process supports all modes of travel including bicycle and pedestrian; and

WHEREAS, the current Florida-Alabama TPO Pedestrian Bicycle Master Plan was adopted in 2018; and

WHEREAS, the FY 23 - FY24 Unified Planning Work Program includes the development of a Bicycle Pedestrian Master Plan Update; and

WHEREAS, the Pedestrian Bicycle Master Plan has been completed and encompasses all of the Florida TPO Planning Area;

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

The 2023 Pedestrian Bicycle Master Plan Update is hereby adopted.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 8th day of November 2023.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Colten Wright, Chairman

ATTEST: _____

Acronyms

AADT	Annual Average Daily Traffic
ACS	American Community Survey
BB&T	Bike, Blueways, and Trails
CBG	Census Block Group
CAC	Citizens' Advisory Committee
CIP	Capital Improvement Program
D3	District 3 (FDOT)
EPA	Environmental Protection Agency
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FGB	Florida Greenbook
FGDL	Florida Geographic Data Library
FGTS	Florida Greenways and Trails System
GIS	Geographic Information System
LDC	Land Development Code
LDR	Land Development Regulation
LDM	Latent Demand Score
LOS	Level of Service
LRTP	Long Range Transportation Plan
NACTO	National Association of City Transportation Officials
NAS	Naval Air Station
PBC	Pedestrian Bicycle Committee
RCI	Roadway Characteristics Inventory
SAG	Stakeholder Advisory Group
S4	Signal 4 Analytics
SUN	Shared-Use Network
SUP	Shared-Use Path
TCC	Technical Coordinating Committee
TAZ	Transportation Analysis Zone
TPO	Transportation Planning Organization

Section 1.0 Introduction



1.0 Introduction

This plan is a comprehensive review and update of the *2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan*. The *2023 Pedestrian, Bicycle, and Trail Master Plan* update will build upon the 2018 plan by examining the Florida-Alabama TPO's policies, projects, high crash areas, and community input to establish strategies and performance measures. These measures will guide the planning, funding, and implementation of projects to create a safe and efficient network of bicycle and pedestrian facilities. The focus of the plan will be on regionally significant connections and potential bicycle and pedestrian-specific infrastructure improvements that will contribute to a continuous bicycle and pedestrian transportation network throughout the study area.

Network priorities will include paved connections that are physically separated from the roadway and contribute to regionally-significant connections and destinations as well as providing improvements for all ages and abilities. An emphasis will be placed on safety, buildability, facility type, connectivity, and contributions to the overall bicycle and pedestrian network. Unpaved recreational paths are not included in this master plan.

The recommendations developed for this plan guide the planning, funding, and implementation of projects to create a safe and efficient network of bicycle and pedestrian facilities. The plan will account for future pedestrian and bicycle needs based on existing conditions, existing plans, and current design standards. Furthermore, these recommendations will include a list of subarea studies and other bicycle and pedestrian-related studies that are needed to address safety issues and demand for active transportation alternatives. Finally, the recommendations will include general policies to guide future decision-making as well as bicycle and pedestrian design guidelines.

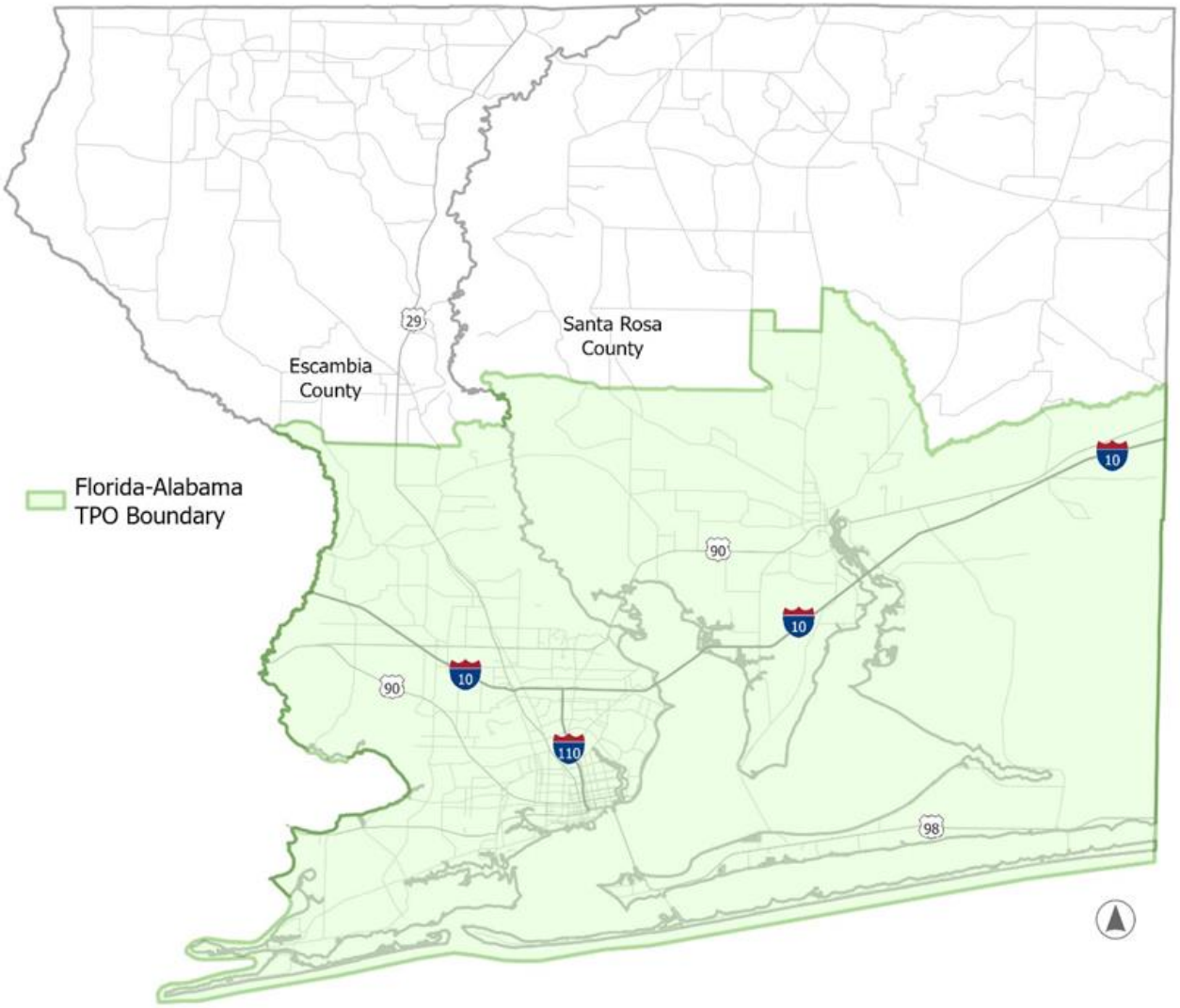


Bicyclist riding in bike lane on East Cervantes Street. Photo Source: Project Team.

1.1 Study Area

The study area for this plan is the portion of the Florida-Alabama TPO (hereafter referred to as the TPO), in the state of Florida. Due to the funding for this study coming from the Florida Department of Transportation (FDOT), only the portion of the Florida-Alabama TPO Metropolitan Planning Area located in the state of Florida was included in this study. The TPO's large geographic extent results in a diverse landscape of urban, suburban, semi-rural, and rural environments. The walking and bicycling needs in urban areas are different from those in rural communities; thus, this plan will incorporate Complete Streets concepts and current best practices for facility design standards into its recommendations.

Figure 1-1 Study Area



1.2 Study Purpose

The Florida-Alabama TPO adopted the first bicycle and pedestrian master plan in 2010. An update was adopted in 2018 that was influenced by a variety of changes, including Complete Streets initiatives that opened the door for innovative engineering practices that have improved biking conditions and provided sidewalks along roadways. Bicycle and pedestrian infrastructure attract residents to communities, spark economies despite limited budgets, ensure transportation equity, promote public health, and address climate change.

A bicycle, pedestrian, and trail plan is an action guide to decisions and investments about when, where, why, and how to improve the health and quality of life in the area. Implementing bicycle and pedestrian projects has many positive impacts on the community including:

Improved safety: Bicycle and pedestrian projects can improve safety for all road users by reducing conflicts between cars, bikes, and pedestrians. This can help to reduce the number of accidents and fatalities on the road.

Health benefits: Walking and biking are both great forms of exercise and by providing safe and accessible pedestrian and bicycle facilities, a region can encourage residents to engage in more physical activity. This can lead to improved health outcomes, including reduced rates of obesity, diabetes, and heart disease.

Reduced congestion and emissions: By promoting alternative modes of transportation, such as biking and walking, a region can reduce traffic congestion and vehicle emissions, which can help to improve air quality and reduce greenhouse gas emissions.

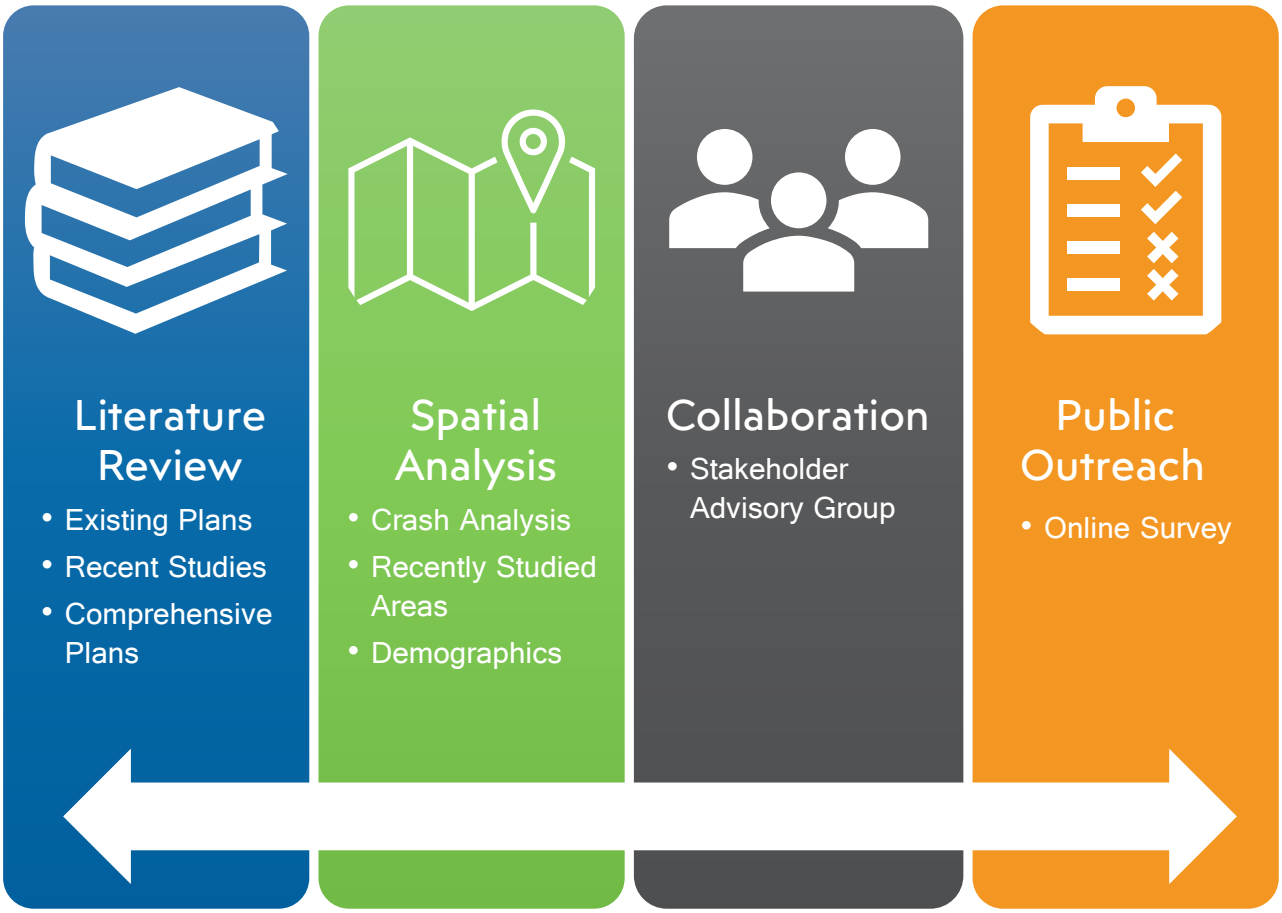
Improved economic development: Bicycle and pedestrian projects can also have a positive impact on economic development. By creating safe and inviting public spaces, these projects can help to attract new businesses and investment to a region.

Increased social equity: Many lower-income residents do not have access to reliable transportation options, which can limit their ability to access jobs, healthcare, and other essential services. By providing safe and accessible pedestrian and bicycle facilities, a region can help to reduce these transportation barriers and promote social equity.

Implementing bicycle and pedestrian projects can help to create more livable, sustainable, and equitable communities while improving safety and health outcomes for all residents.

1.3 Planning Process

The planning process was comprised of four primary elements: a Literature Review of existing plans, recent studies, and comprehensive plans; a Spatial Analysis focusing on bicycle and pedestrian crashes, and recently studied areas; Collaboration with a stakeholder advisory group; and Public Outreach through an online survey.



1.4 Constraints and Opportunities

Bicycling and walking are two of the most popular and eco-friendly modes of transportation that have seen a surge in popularity in recent years as more people have become aware of the health and environmental benefits of these modes of transportation. As cities become more dense, walking and bicycling have become more attractive modes of transportation for short trips, especially in urban areas. Many cities and towns have made significant investments in infrastructure improvements to make bicycling and walking safer and more convenient. This includes bike lanes, pedestrian crossings, and bike-sharing programs. The popularity of electric bicycles (e-bikes) has been on the rise in recent years, making it easier for people to travel longer distances without breaking a sweat.

The trend towards bicycling and walking is likely to continue as more people become aware of the benefits of these modes of transportation and as cities and towns continue to invest in infrastructure improvements.

Constraints

While bicycling and walking have many benefits, some constraints limit their widespread adoption as modes of transportation. Here are some of the major constraints to bicycling and walking:

1. **Lack of infrastructure**: Infrastructure such as bike lanes, pedestrian crossings, and sidewalks can be expensive to build and maintain, and many cities and towns lack the necessary resources to create a safe and convenient network of infrastructure for bicycling and walking. The lack of infrastructure can make it difficult or even dangerous for people to walk or bike in certain areas.
2. **Safety concerns**: One of the biggest constraints to bicycling and walking is safety. Many people are concerned about the risks of sharing the road with cars and trucks, especially on busy streets or in areas without proper infrastructure. Safety concerns can be a major barrier to people adopting bicycling or walking as a regular mode of transportation.
3. **Distance and time**: Bicycling and walking can be time-consuming, especially for longer trips or in areas without proper infrastructure. Many people are also deterred by the distance they would need to travel to reach their destination, making it difficult to incorporate bicycling or walking into their daily routine.
4. **Weather**: Inclement weather can make bicycling and walking difficult or uncomfortable. Rain, heat, and cold can all discourage people from using these modes of transportation.
5. **Perceived inconvenience**: Bicycling and walking can be perceived as less convenient than other modes of transportation, such as driving or taking public transit. Many people prefer the convenience of being able to hop in their car or take a train or bus directly to their destination, rather than having to plan a route and potentially deal with inclement weather or other obstacles.

6. **Cultural attitudes:** In some cultures, bicycling or walking may be seen as a lower-status mode of transportation. This can discourage people from using these modes of transportation, even if they are safe and convenient.

Successfully addressing these constraints will require a multi-faceted approach, including investments in infrastructure, safety education campaigns, and cultural shifts toward viewing bicycling and walking as safe, convenient, and enjoyable modes of transportation.

Opportunities

Bicycle and pedestrian projects can bring about numerous opportunities for communities to improve public health, reduce traffic congestion, boost economic development, enhance safety, encourage social interaction, and improve quality of life.



Yield to Pedestrian sign on East Bay Boulevard. Photo Source: Project Team.

These projects can help drive economic development in a community by increasing foot traffic to local businesses. For example, businesses located along bike lanes or pedestrian corridors may see an increase in customers as more people choose to walk or bike to their destination. By making it easier and safer to walk or bike, bicycle and pedestrian projects can improve the overall quality of life for residents. This can lead to a more active, healthy, and connected community.

Bicycling and walking are both great forms of exercise and increasing the availability and safety of infrastructure for these modes of transportation can encourage people to be more physically active. This can lead to improvements in overall health and a reduction in chronic diseases like diabetes, heart disease, and obesity.

By encouraging more people to walk or bike instead of driving, bicycle and pedestrian projects can help reduce traffic congestion, which can lead to shorter commute times and less air pollution. Infrastructure improvements for bicycling and walking can make these modes of transportation safer for everyone. This can reduce the number of accidents and injuries, making streets more pleasant and inviting for all users. Finally, bicycling and walking can help create a sense of community by bringing people together in shared public spaces. These modes of transportation can encourage social interaction and a sense of belonging in a community.

1.5 Goals and Objectives

This Regional Pedestrian, Bicycle, and Trail Master Plan for the Florida-Alabama TPO will guide the development and implementation of the region's walking and bicycling environments for years to come. The foundation for recommendations and implementation strategies are directly informed by this plan's vision statement, goals, objectives, and policies.

- A vision statement is a broad inspirational statement for the desired future environment.
- Goals are general statements of what the plan hopes to achieve over time.
- Objectives are more specific statements that mark progress toward the goal.

Vision Statement

The vision statement for this master plan is as follows: *The TPO Pedestrian, Bicycle, and Trail Master Plan will improve the quality of life for all communities within the TPO planning area by providing education, engineering, enforcement, equity, and encouragement of multi-modal transportation choices.*

The elements of this vision statement are further defined below.

EDUCATION

Educate users of all transportation modes on Complete Streets concepts and pedestrian and bicycle safety, rights, and responsibilities.

ENGINEERING

Develop a continuous, connected, and accessible pedestrian and bicycle network that affords safe, enjoyable, and comfortable accommodations for users of all ages and abilities to move between places and destinations.

ENFORCEMENT

Partner with local law enforcement and first responders to provide adequate enforcement programs for all road users to ensure applicable laws are being followed.

EQUITY

Develop a well-connected pedestrian and bicycle network that accommodates users of all ages and abilities, including those with disabilities, those who cannot drive, and those without access to a vehicle.

ENCOURAGEMENT

Enhance the livability of the Florida-Alabama TPO area through the encouragement of bicycling and/or walking for short trips.

Goals and Objectives

Goals and objectives guide the development of policies, infrastructure improvements, and programming to increase bicycling and walking and improve the overall active transportation experience in the community. They are centered around the vision statement elements of education, engineering, enforcement, equity, and encouragement.

GOAL 1: EDUCATION. Educate users of all transportation modes on Complete Streets concepts and pedestrian and bicycle safety, rights, and responsibilities.

- **Objective 1.1** Conduct outreach focusing on safe walking, bicycling, and driving; conduct with a specific focus on traffic laws.
- **Objective 1.2** Organize workshops with state transportation agencies and local government planning and engineering departments focusing on Complete Street concepts.
- **Objective 1.3** Partner with public and private schools to conduct pedestrian and bicycle safety training activities.

GOAL 2: ENGINEERING. Develop a continuous, connected, and accessible pedestrian and bicycle network that affords safe, enjoyable, and comfortable accommodations for users of all ages and abilities to move between places and destinations.

- **Objective 2.1** Reduce conflicts between vehicles, pedestrians, and bicyclists by implementing a wide range of context-appropriate facility improvements.
- **Objective 2.2** Increase the quality and quantity of facility connections between existing transportation facilities and other generators of walking and bicycling activity.

GOAL 3: ENFORCEMENT. Partner with local law enforcement and first responders to provide adequate enforcement programs.

- **Objective 3.1** Partner with local law enforcement to ensure traffic laws are enforced among bicyclists and motorists.

GOAL 4: EQUITY. Develop a well-connected pedestrian and bicycle network that accommodates users of all ages and abilities, including those with disabilities, those who cannot drive, and those without access to a vehicle.

- **Objective 4.1** Maintain public involvement to continuously evaluate areas in need of focused multi-modal studies.
- **Objective 4.2** Increase access to amenities and bike/pedestrian facilities.

GOAL 5: ENCOURAGEMENT. Enhance the livability of the Florida-Alabama TPO area through the encouragement of bicycling and/or walking for short trips.

- **Objective 5.1** Promote organized walking and bicycling events throughout the region.
- **Objective 5.2** Work with local jurisdictions and the League of American Bicyclists to obtain Bicycle Friendly Community/Trail Town certifications.
- **Objective 5.3** Make pedestrian and bicycle facility maps available to the public.
- **Objective 5.4** Implement wayfinding signage.
- **Objective 5.5** Create an information hub that supports trip planning among travel modes.



Bicyclist riding in bike lane on East Cervantes Street. Photo Source: Project Team.

Section 2.0
Previous Planning Review



2.0 Previous Planning Review

The main focus of this Pedestrian, Bicycle, and Trail Master Plan update is to identify and prioritize pedestrian and bicycle infrastructure projects. Many projects have already been identified and prioritized in TPO planning documents. Furthermore, local governments have also selected priority areas for walking and bicycling in their Comprehensive Plans and Master Plans. Local Corridor Management Plans (CMPs) also provide specific recommendations relating to pedestrian and bicycle-related improvements.

Therefore, a major component of this plan was to document these previous bicycle and pedestrian planning efforts within the study area to summarize the bicycle and pedestrian projects that have previously been identified. This review process cataloged previously listed projects and recommendations as well as documented existing relevant bicycle and pedestrian policies. The results of this review guided the future study and study area recommendations, design guidelines, and policy recommendations further detailed in **Section 5.0**. Additionally, the general project area locations of the previous/ongoing studies and masterplans were utilized in the spatial analysis portion of this master plan in **Section 3.3**.

The previous planning review is organized into the following subsections:

- Statewide Bicycle and Pedestrian Policies.
- Local Comprehensive Plan Review.
- Previous/Ongoing Studies and Master Plans.



Sidewalk and pedestrian signs along East Cervantes Street Source: Study Team

2.1 Statewide Bicycle and Pedestrian Policies

Florida has implemented several policies related to bicycle and pedestrian infrastructure to improve safety and encourage active transportation. These policies aim to create safe and accessible streets and trails for all users and promote healthy and sustainable modes of transportation. Some of the state-level bicycle and pedestrian-related policies are listed below.

Complete Streets: In 2014, the Florida Department of Transportation (FDOT) adopted a Complete Streets policy that requires all new and reconstructed state roads to accommodate the needs of all users, including pedestrians, bicyclists, and transit riders. This policy requires the consideration of design features such as sidewalks, crosswalks, bike lanes, and transit stops to create safe and accessible streets for all users.

Bicycle and Pedestrian Safety Action Plans: In 2018, the FDOT developed a statewide Bicycle and Pedestrian Safety Action Plan to improve safety for bicyclists and pedestrians in Florida. The plan outlines strategies to reduce crashes and fatalities, increase public awareness of bicycle and pedestrian safety, and improve infrastructure for active transportation.

Safe Routes to School: The FDOT also administers the Safe Routes to School (SRTS) program, which provides funding to improve infrastructure and increase safety for students who walk or bike to school. The program focuses on infrastructure improvements such as sidewalks, crosswalks, and bike lanes, as well as educational programs to teach safe walking and biking.

Florida Greenways and Trails System: FDOT has developed a statewide multi-use trail network called the Florida Greenways and Trails System (FGTS), which includes more than 1,000 miles of trails for bicyclists and pedestrians. The trail network provides safe and accessible routes for active transportation and promotes healthy lifestyles and tourism.

Complete Streets Context Classification: FDOT has developed the Complete Streets Context Classification, which is a tool that helps to identify the appropriate design features for different types of streets based on factors such as land use, traffic volume, and speed. The tool helps to ensure that streets are designed to meet the needs of all users.

Vision Zero: Florida has adopted policies that aim to reduce traffic fatalities and severe injuries by prioritizing safety in all aspects of transportation planning and design and using data and community engagement to guide decision-making and measure progress. The goal of Vision Zero is to eliminate all traffic fatalities and severe injuries by prioritizing safety in all aspects of transportation planning and design.

Community Traffic Safety Teams (CTSTs): The Florida Department of Transportation (FDOT) Community Traffic Safety Teams (CTSTs) are community-based groups dedicated to promoting and enhancing traffic safety within their respective communities. These teams are part of a broader effort to reduce traffic-related injuries and fatalities in the state of Florida.

2.2 Local Comprehensive Plans

The adopted comprehensive plans within the region were reviewed to determine if they include existing policies relevant to bicycle and pedestrian infrastructure and implementation. The goal of this review was to document which types of bicycle and pedestrian policies were present in existing comprehensive plans and which types of policies were lacking. A summary of each plan and their respective policies are included in this section The comprehensive plans that were reviewed during this process are listed below.

- Escambia County Comprehensive Plan.
- Santa Rosa County Comprehensive Plan.
- City of Pensacola Comprehensive Plan.
- City of Gulf Breeze Comprehensive Plan.
- City of Milton Comprehensive Plan.

Table 2-1 summarizes which types of bicycle and pedestrian policies were within the comprehensive plans reviewed. The types of policies included in the table are described below.

- *Complete Streets:* A policy referencing designing roadways for all users.
- *Trail Network:* A policy referring to a connected network of trails or specific trail connections.
- *Safe Routes to School:* A policy improving the safety of walking and biking to schools.
- *Transit Connection:* A policy integrating transit, walking, and biking modes.
- *Bike/Ped Facilities:* A policy for specific bike/ped facilities such as sidewalks.
- *Safety/Education:* A policy for the safety and/or education of bike/ped modes.

Table 2-1 Comprehensive Plan Policy Matrix

Plan Location	Complete Streets	Trail Network	Safe Routes to School	Transit Connection	Bike/Ped Facilities	Safety/ Education
Escambia County	✓	✓	✓	✓	✓	
Santa Rosa County		✓	✓		✓	✓
City of Pensacola	✓		✓		✓	✓
City of Gulf Breeze	✓				✓	✓
City of Milton					✓	

Escambia County Comprehensive Plan



This plan features several bicycle and pedestrian policies aimed at improving connectivity, safety, and accessibility for non-motorized transportation. Some of the key policies include:

Complete Streets: The Comprehensive Plan includes a Complete Streets policy, which requires that all new roadways and roadway improvements consider the needs of all users, including pedestrians, cyclists, and transit riders.

Trail Network: The Plan includes a policy to establish a connected network of trails and greenways throughout the County, including both on-road and off-road facilities.

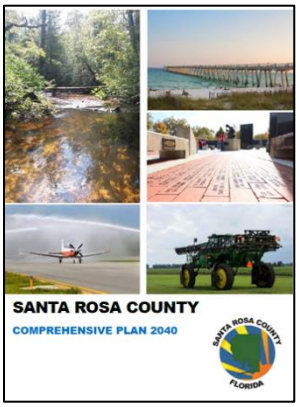
Bicycle and Pedestrian Facilities: The Comprehensive Plan includes policies to promote the development of safe and accessible bicycle and pedestrian facilities, including bike lanes, sidewalks, crosswalks, and pedestrian bridges.

Safe Routes to School: The Plan includes a Safe Routes to School policy, which aims to improve the safety and accessibility of walking and biking routes to schools throughout the County.

Transit Connections: The Comprehensive Plan includes policies to promote better connections between transit and non-motorized transportation, including provisions for bike parking and bike racks on buses.

Overall, the *Escambia County Comprehensive Plan* recognizes the importance of promoting non-motorized transportation options in Escambia County and includes a range of policies aimed at improving the safety, accessibility, and connectivity of bicycle and pedestrian facilities.

Santa Rosa County Comprehensive Plan



Adopted in 2021, this plan includes a variety of policies and recommendations related to bicycle and pedestrian infrastructure. Some of the key policies are listed below:

Safe Routes to Schools: The plan contains policies that require that new subdivisions will incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools.

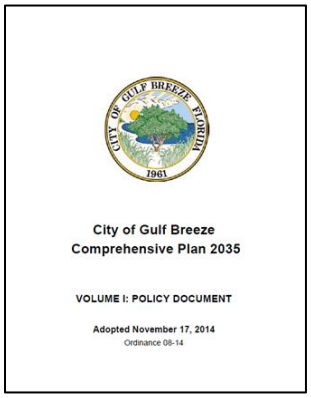
Trail Connections: The Comprehensive Plan contains a specific policy (Policy 2.1.C.9) that recommends sidewalk connection (Blackwater/Bagdad Connection) from Bagdad to Blackwater Heritage Trail and Whiting Military Trail loop.

Safe Walking Environment: The Comprehensive Plan includes policies to the reduction hazardous walking conditions within the vicinity of public schools.

Bicycle and Pedestrian Access: Pathways shall be required to provide a safe and convenient system of facilities for bicycle and pedestrian travel. Commercial and multifamily development shall be designed to support bicycle and pedestrian mobility in accordance with the following: a. Circulation pathways shall be provided both internally and between abutting commercial properties through the use of sidewalks, walkways, or similar pedestrian-oriented facilities, bike lanes or multi-use pathways.

City of Pensacola Comprehensive Plan

This plan includes several policies that support the development of a safe and context-appropriate bicycle and pedestrian network. The key bicycle and pedestrian-related policies are listed below.



Education: Policy T-3.1.3: The City shall encourage the development of a comprehensive bicycle education program in coordination with the TPO and Escambia County

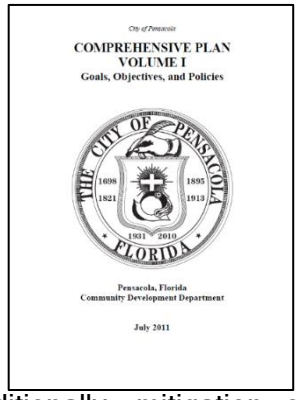
Sidewalks: Policy T-3.2.2: The City will continue to include requirements for the provision of sidewalks by developers around future commercial developments to aid in pedestrian transportation needs

Safe Routes to School: Policy T-3.2.3: In accordance with the City's Public Schools and Facilities Element of the Comprehensive Plan, new residential developments within two miles of an existing or planned school shall be required to provide sidewalks. In addition, sidewalks shall be placed along all collector, arterial, and local roads abutting the subdivision to the subdivision property line, where it has been determined that the most direct route from the subdivision to the school is along those roadways.

Crosswalk Safety: Policy T-3.2.6: The City shall continue to install countdown-type pedestrian signals at the most appropriate and highly traveled pedestrian crossings

Complete Streets: Policy T-3.2.11: The City will pursue, where feasible, "Complete Streets," and intersection improvements along the corridors identified in adopted neighborhood and redevelopment plans to provide for aesthetics, accessibility, and safety for pedestrians, bicycles, and motorized vehicles. Such improvements may include traffic calming measures such as adequate lighting, shade trees, wider sidewalks, bike paths, street furniture, gateway treatments, directional signage, and area identity markers where feasible.

City of Gulf Breeze Comprehensive Plan

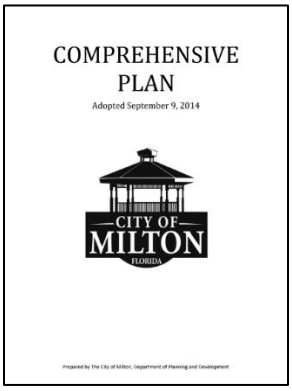

City of Pensacola
COMPREHENSIVE PLAN
VOLUME I
Goals, Objectives, and Policies
THE CITY OF PENSACOLA FLORIDA
1698 1821 1893 1913 1931 2010
Pensacola, Florida
Community Development Department
July 2011

The City of Gulf Breeze Comprehensive Plan was adopted in 2014. There are currently two primary policies included in the plan that apply to bicycle and pedestrian infrastructure. They are provided below.

Safe and Adequate Sidewalks: Policy 1.1.1: The City shall require both new development and substantial redevelopment to provide adequate safe pedestrian facilities on-site, to adjacent sites as practical, and in adjacent right-of-way. Such facilities shall include a direct link between the public sidewalk network and building entrance, lighted sidewalks along both sides of all internal roadways, and as appropriate, on the development side of adjacent roadways. Additionally, mitigation or elimination of existing pedestrian hazards (e.g. upgrading an intersection) may be required, as needed and dependent upon the magnitude of the development or redevelopment project.

Complete Streets: Policy 1.1.3: When existing City roads are resurfaced or reconstructed or during the design of new City roads, pedestrian and bicycle facilities may be incorporated by providing for wide outside lanes, bicycle lanes, sidewalks, and/or other facilities when the available right-of-way is not physically constrained.

City of Milton Comprehensive Plan


COMPREHENSIVE PLAN
Adopted September 9, 2014
CITY OF MILTON
FLORIDA

The City of Milton Comprehensive Plan was adopted in 2014. It includes several policies that support the development of a safe and context-appropriate bicycle and pedestrian network. The key bicycle and pedestrian-related policies are listed below.

Parking: Transportation Policy 1.1.3: City development regulations shall require the provision of adequate motorized and non-motorized vehicle parking for all new developments.

Accommodations During Construction Projects: Transportation Policy 1.1.4: All road construction projects within the City shall accommodate pedestrian and bicycle traffic when such a need is established during facility planning.

All Access Corridors: Recreation and Open Space Policy 1.1.3: The City will maintain all access corridors to City-owned parks including sidewalks, streets, bike paths, and stairways.

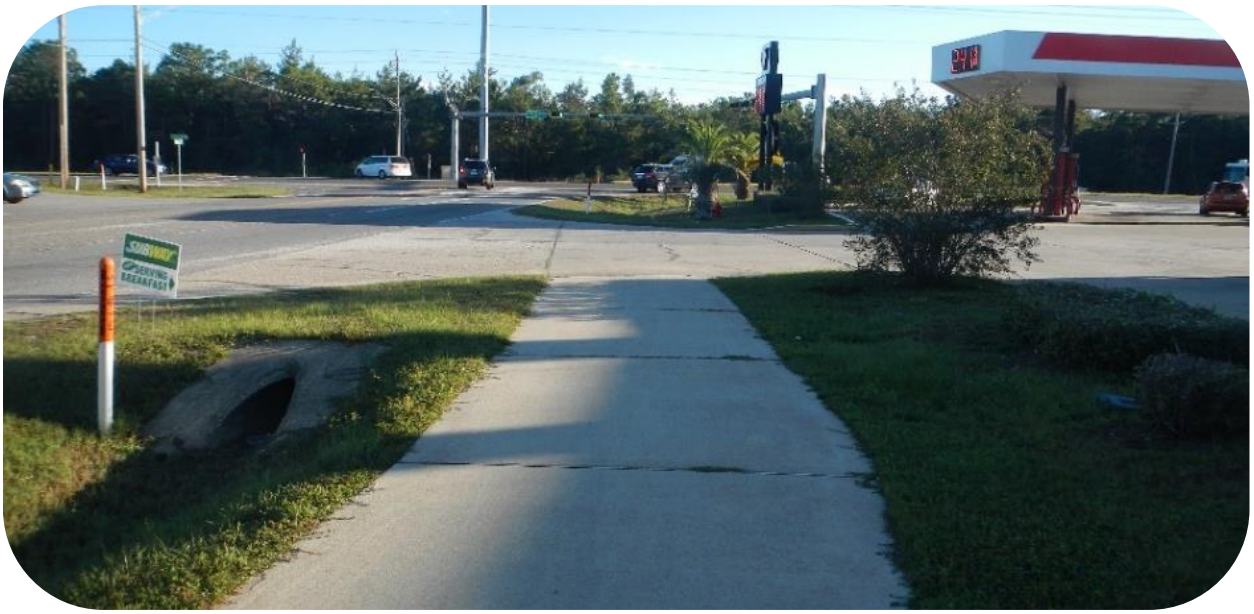
2.3 Previous Studies and Master Plans

The review of the previous studies and master plans focused on the areas where bicycle and pedestrian planning has occurred, documented their recommendations and findings, as well as surveyed which types of bicycle and pedestrian-related policies currently exist in adopted documents.

A total of 10 studies and master plans were reviewed. The types of studies reviewed were divided into three types: Bicycle and Pedestrian Master Plans, Corridor Management Plans, and Trail Planning Studies. A summary sheet of each study or plan reviewed is included in this section.

The bicycle and pedestrian studies reviewed are listed below by category.

- Bicycle and Pedestrian Master Plans (4)
  - *Florida-Alabama TPO Pedestrian / Bicycle Master Plan (2018)*
  - *City of Pensacola Active Transportation Plan (2023)*
  - *Pace-Pea Ridge Bicycle/Pedestrian Plan (2017)*
  - *South Santa Rosa Bicycle-Pedestrian Plan (2015)*
- Corridor Management Plans (4)
  - *Main Street Corridor Management Plan (2014)*
  - *North Palafox Street Corridor Management Plan (2015)*
  - *West Cervantes Corridor Management Plan (2016)*
  - *East Cervantes Corridor Management Plan (2017)*
- Trail Planning Studies (2)
  - *US 90 Multi-Use Trail Master Plan (2019)*
  - *Scenic Highway Trail Feasibility Study*



Sidewalk along East Bay Boulevard Source: Study Team

Regional Bicycle & Pedestrian Master Plan

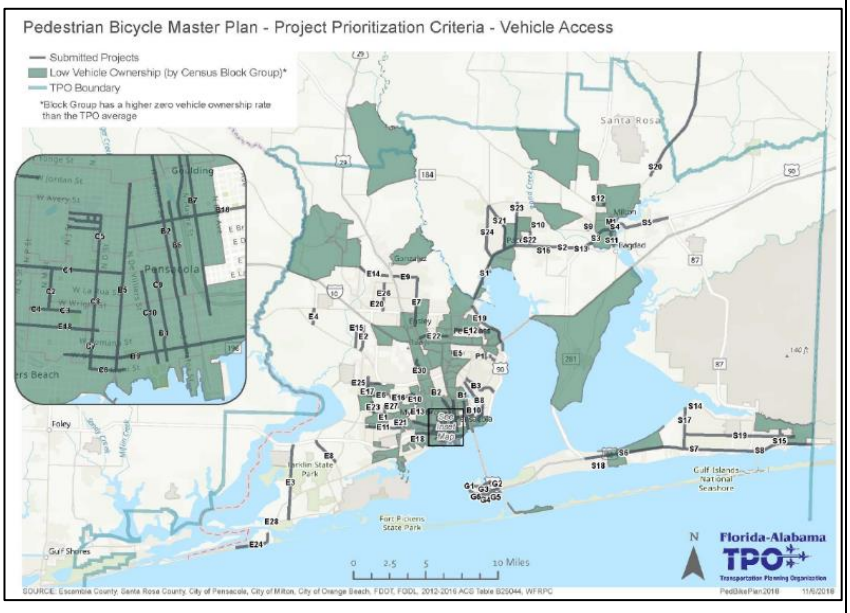
2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan

Document Title: 2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan	**Document Cover:** 
Agency: Florida-Alabama TPO	
Geography: TPO Region	
Document Year: 2018	

Document Summary: This study will provide an update to the previously completed 2010 Bicycle and Pedestrian Plan for the TPO and will be incorporated as an element of the 2040 Long Range Transportation Plan (LRTP).

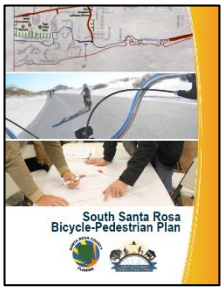
Key Findings:

- Four public workshops were held during the course of the planning process.
- The Vision Statement is as follows: "The TPO Pedestrian and Bicycle Master Plan will improve the quality of life for all communities within the TPO planning area by providing education, engineering, enforcement, equity, and encouragement of multi-modal transportation choices."
- Key demographic data was obtained from the American Community Survey such as vehicle ownership, commuting trends, age, and gender.
- An analysis of local comprehensive plans was completed and provided a summarization of existing policies.



City and Sub-Area Master Plans

South Santa Rosa Bicycle-Pedestrian Plan

Document Title: South Santa Rosa Bicycle-Pedestrian Plan	**Document Cover:** 
Agency: West Florida Regional Planning Council	
Geography: South Santa Rosa County	
Document Year: 2015	

Document Summary: The goal of this document was to provide a mapped bicycle route loop and/or grid that is both an alternative to auto travel on US 98 as well as providing a recreational route to improve quality of life and tourism. The plan analyzed existing bicycle and pedestrian plans to determine priorities based on goals from gaps in the network.

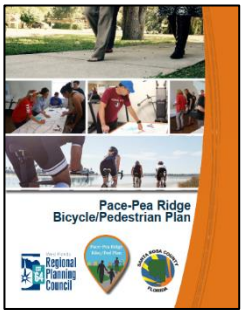
Key Findings:

South Santa Rosa Bicycle-Pedestrian Plan - Study Area



- Proper signage is needed for every type of roadway, path, and trail. The crash data along East Bay Boulevard indicates trail crossing markings may be needed for people crossing east bay boulevard to access the multi-use trail. signs need to be simple and clear to communicate where bicyclists and pedestrians are expected to be traveling.
- The analysis concludes that the recommended facilities are to serve all ages and abilities.
- The plan provides a recommendation to ensure all paths and trails are to be maintained.
- Implementation of bicycle counters is recommended to provide data to the community as to how much the paths and trails are utilized.
- Bike-friendly towns, separated paths, and scenic bike loops attract tourists. Therefore, implementation of marketing through a bicycle route map or web-based routes would help promote the usage of these facilities.

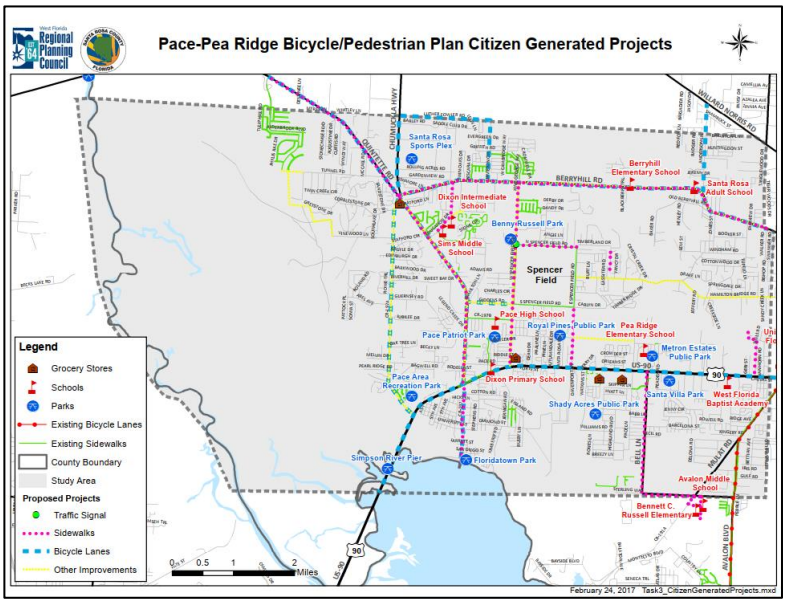
Pace-Pea Ridge Bicycle/Pedestrian Plan

Document Title: Pace-Pea Ridge Bicycle/ Pedestrian Plan	**Document Cover:** 
Agency: West Florida Regional Planning Council	
Geography: Pace and Pea Ridge Area	
Document Year: 2017	

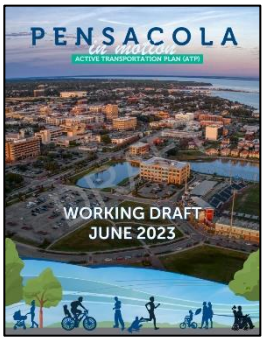
Document Summary: The goal of the Pace-Pea Ridge Bicycle Pedestrian Plan is to determine area needs and wants regarding transportation alternatives, recreational bicycling, or pedestrian facilities, analyze the existing bicycle and pedestrian plans and programs to determine the priorities based on identified goals, and to integrate transportation and land use decisions to better identify funding strategies for the development of the plan.

Key Findings:

- During the public outreach phase maintenance was identified by the public as very important for having safe bicycle and pedestrian paths.
- Proper signage is needed for every type of roadway, path, and trail. Signs need to be simple and clear to communicate where bicyclists and pedestrians are expected to be traveling.
- Link the county's comprehensive plans and land development code to the Pace-Pea Ridge Bicycle Pedestrian Plan. Through the integration of the Pace-Pea Ridge Bicycle/Pedestrian plan into the county's Comprehensive Plan and Land Development Code, the county can ensure that future developments and future road projects are consistent with and further the goals and objectives contained herein.



City of Pensacola Active Transportation Plan

Document Title: Pensacola in Motion Active Transportation Plan (ATP)	**Document Cover:** 
Agency: City of Pensacola Engineering Department	
Geography: City of Pensacola	
Document Year: 2023	

Document Summary: Provides strategic recommendations to create a comfortable active transportation network within the City of Pensacola. Includes existing conditions maps, safety analysis, and public engagement elements.

Key Findings: The guiding principles of the ATP include:

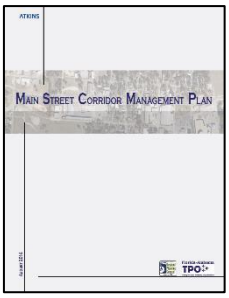
- Putting safety first
- Connecting people and places
- Access for all
- Adding mobility options
- The recommendations are centered around the following components:
  - Design for target speeds
  - Right size streets
  - Get the crossings right
  - Build the bike network
  - Create a comfortable and safe walk
- Implementation actions include: updating policies and regulations, leveraging quick-build and tactical projects, partnering to implement and promote the ATP network, and seeking funding and grant opportunities

Figure 16. Trail/Protected Bike Lane Priority Map



Corridor Management Plans

Main Street Corridor Management Plan

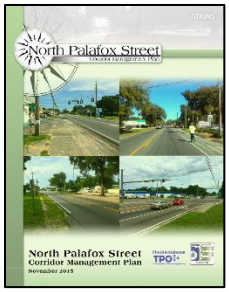
Document Title: Main Street Corridor Management Plan	**Document Cover:** 
Agency: City of Pensacola	
Geography: Main Street, Pensacola	
Document Year: 2014	
Document Summary: Corridor Management Plan for Main Street	

Recommendations:

- The objective of the Main Street CMP is to identify operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit, and bicycle and pedestrian movements.
- The review included an analysis of previous studies, an assessment of the existing conditions of the corridor, crash type and locations, roadway access, and a projection of future traffic conditions.
- Recommendations include complete street concepts.



North Palafox Street Corridor Management Plan

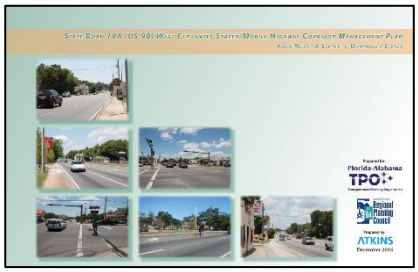
Document Title: North Palafox Corridor Management Plan	**Document Cover:** 
Agency: Escambia County and Florida Alabama TPO	
Geography: North Palafox Corridor	
Document Year: 2015	

Document Summary: The purpose of this Corridor Management Plan CMP was to identify operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit, and bicycle and pedestrian movements. This report includes an assessment of existing corridor conditions (including existing traffic conditions, land use characteristics of the corridor, crash types and locations, and roadway access); and a projection of future corridor conditions for both the corridor intersections and corridor roadway segments.

Recommendations: Apply complete streets concepts, corridor revitalization, and land use changes to help support the revitalization.



West Cervantes Corridor Management Plan

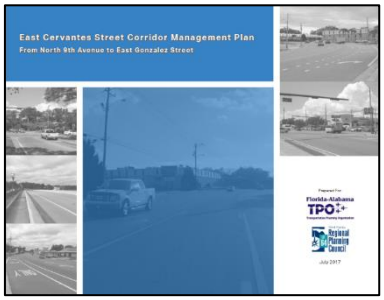
Document Title: West Cervantes Corridor Management Plan	**Document Cover:** 
Agency: Escambia County and Florida Alabama TPO	
Geography: West Cervantes Corridor	
Document Year: 2016	

Document Summary: The Corridor Management Plan for West Cervantes Street with Project limits were from North A Street to Dominguez Street. • This study looked at numerous corridor characteristics including traffic data, land use data, crash data, intersection geometries, bicycle and pedestrian facilities, transit amenities, and facilities.

Recommendations: Reconfigure West Cervantes Street with the intent being twofold- create a more inviting environment for non-vehicular users of the corridor and help spur revitalization and redevelopment of businesses along the corridor. Additional recommendation include: a road diet on the entire corridor, installation of pedestrian crossings, mid-block crossings, and increased sidewalk connectivity.



East Cervantes Corridor Management Plan

Document Title: East Cervantes Corridor Management Plan	**Document Cover:** 
Agency: City of Pensacola and Florida Alabama TPO	
Geography: East Cervantes Corridor	
Document Year: 2017	

Document Summary: The Corridor Management Plan for East Cervantes Street with project limits were from North 9th Avenue at the western terminus to East Gonzalez Street at the eastern terminus - approximately 1.9 miles. This study looked at numerous corridor characteristics including traffic data, land use data, crash data, intersection geometries, bicycle and pedestrian facilities, transit amenities, and facilities.

Recommendations:

- Addition of medians (where feasible)
- 5-foot sidewalks
- Improved pedestrian crossings and improved ADA ramps at the intersections
- Pedestrian level lighting
- Pedestrian features added to Bayou Texar Bridge
- Consolidation of driveways
- Improved community signage
- Repaint crosswalks
- Trail with rails project along the Scenic Highway Bluff with CSX Railroad.





Regional and Local Trail Plans

US 90 Master Plan Multi-Use Trail

Document Title: US 90 Master Plan Multi-Use Trail	**Document Cover:** 
Agency: Emerald Coast Regional Council	
Geography: US 90 Corridor	
Document Year: 2019	

Document Summary: Envisions what a multi-use trail could look like along the US 90 Corridor by building off a recreational and historic tourism-focused initiative previously completed in 2016, to create a region-wide connected bicycle and pedestrian network in Northwest Florida. The study area is the portion of US 90 within Escambia, Santa Rosa, and Okaloosa counties. Walton, Holmes, Washington, and Jackson counties previously completed a similar effort for a tourism plan.

Recommendations:

- Designate responsible entities for trail maintenance through appropriate agreements before funding applications. Documentation is often needed as part of the application requirements.
- Continue the natural progression of the Scenic Highway Feasibility Study currently being conducted by FDOT and extend into Santa Rosa County.
- Advocate for Scenic Highway to be added to the FGTS Land Trail Priority list in their next plan update.
- Ensure multi-use trail segments are identified in TPO bicycle and pedestrian plans and/or regional trail set-aside process.
- Santa Rosa County and Milton should apply for SUN Trail funding for Hamilton Bridge Rd.
- Advocate for a multi-use trail as part of the downtown Milton design during the FDOT capacity project.



Scenic Highway Trail Feasibility Study

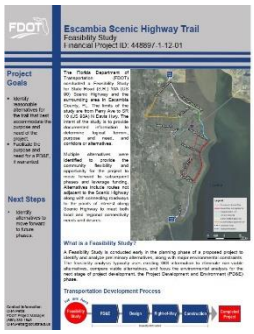
Document Title: Escambia Scenic Highway Trail Feasibility Study

Agency: Florida Department of Transportation

Geography: East Pensacola Heights to N Davis Highway

Study Year: 2023

Document Cover:



Study Summary: FDOT District 3 completed a feasibility study for Scenic Highway from East Pensacola Heights to North Davis Highway. The goal of the study was to identify multiple alternatives to provide the community flexibility to move a multi-modal trail project forward to subsequent phases and leverage funding.

Key Findings:

- Multiple routes were identified through Scenic Heights.
- Multiple routes were identified along Scenic Highway, Creighton Road, Olive Road and N David Highway.
- The project would unite Pensacola's neighborhoods in support of transportation access, workforce housing, and economic opportunity.



Section 3.0
Planning Context



3.0 Planning Context

Establishing the context of the study area shapes an appropriate strategic direction that will achieve the goals and objectives of this master plan. This approach will allow the master plan to consider the unique way that the various elements of the area are interwoven and composed.

There are two elements in establishing the planning context. The first element, covered in **Section 3.1**, is the data collection element. In this section, we will consider how the demographics, previous planning studies, recent crash patterns, and current policies will influence the recommendations from this planning effort.

The second part is the spatial analysis element. The data gathered in **Section 3.1** will be displayed spatially as a way of highlighting areas within the region that require future study. Areas to be emphasized will be the equitable, populous, and high crash areas along with areas that have not been recently studied.

The results of the data collection and spatial analysis will be used to develop and evaluate the list of future studies.



Blackwater Heritage State Trail Source: Blackwater Heritage State Trail

3.1 Data Collection

To effectively plan for transportation within the Florida-Alabama TPO, a comprehensive profile of the region's residents is key. This profile includes a compilation base demographic data, socioeconomic data, and recent bicycle and pedestrian crash data.

Base Demographic Data

Analyzing demographics such as historic population, population density, student population, and auto availability can help to identify population groups and areas within the region that are most likely to use bicycle and pedestrian facilities. The base demographic data collection was conducted using American Community Survey (ACS) data from 2017-2021 by census block group (CBG). The data was obtained from the Florida Geographic Data Library (FGDL).

Historic Population

The study area has experienced steady population growth over the past few decades. Here is a brief overview of the historical population trends in the study area:

- In 1970, the population of the Pensacola Metropolitan Statistical Area (MSA) was approximately 281,000 people.
- By 1980, the population had grown to around 335,000 people, representing a 19.2% increase over the previous decade.
- In 1990, the population reached around 375,000 people, a 12% increase over the previous decade.
- By 2000, the population had grown to approximately 412,000 people, a 9.9% increase over the previous decade.
- In 2010, the population reached around 448,000 people, an 8.7% increase over the previous decade.
- In 2020, the population reached approximately 499,000 people, an 11.4% increase from 2010.

The population of the study area has grown steadily over the past few decades, with increases ranging from around 9% to 19% per decade. This growth is likely due to a combination of factors including natural population increase, net migration, and economic development.

The growth in the study area is occurring in several areas, including:

Santa Rosa County, which is part of the Pensacola MSA, has been experiencing significant population growth in recent years. According to the U.S. Census Bureau, the county's population grew by 15.6% between 2010 and 2020, making it one of the fastest-growing counties in Florida.

The northwest area of Pensacola, which includes neighborhoods like Ensley and Brent, has also been experiencing growth in recent years. This area has seen an increase in new housing developments and commercial development, including new restaurants and retail shops.

The downtown area of Pensacola has undergone significant revitalization in recent years, with new restaurants, shops, and cultural attractions opening up. This has led to an increase in demand for housing in the downtown area, including both rental and owner-occupied units.

Perdido Key, which is located to the west of Pensacola, has also seen growth in recent years. This area is known for its beaches and natural beauty and has become increasingly popular among tourists and retirees. As a result, there has been an increase in the number of new residential and commercial developments in the area.

Population Density

Areas with a higher population density tend to be more easily serviced by bicycle and pedestrian infrastructure than low-density areas because fewer miles of trails, bike lanes, and sidewalks are needed to provide access.

The population density (persons per acre) of the region is displayed in **Figures 3-1 through 3-4** by census block group. The areas of higher population density are shown in darker green and the areas of lower population density are shown in lighter green. Areas that have a density of one person or less per acre are shown as white.

The more densely populated areas are in and around the cities of Pensacola, Gulf Breeze, and Milton, and less densely populated areas in the surrounding suburbs and rural areas.

Figure 3-1 Population Density: Study Area

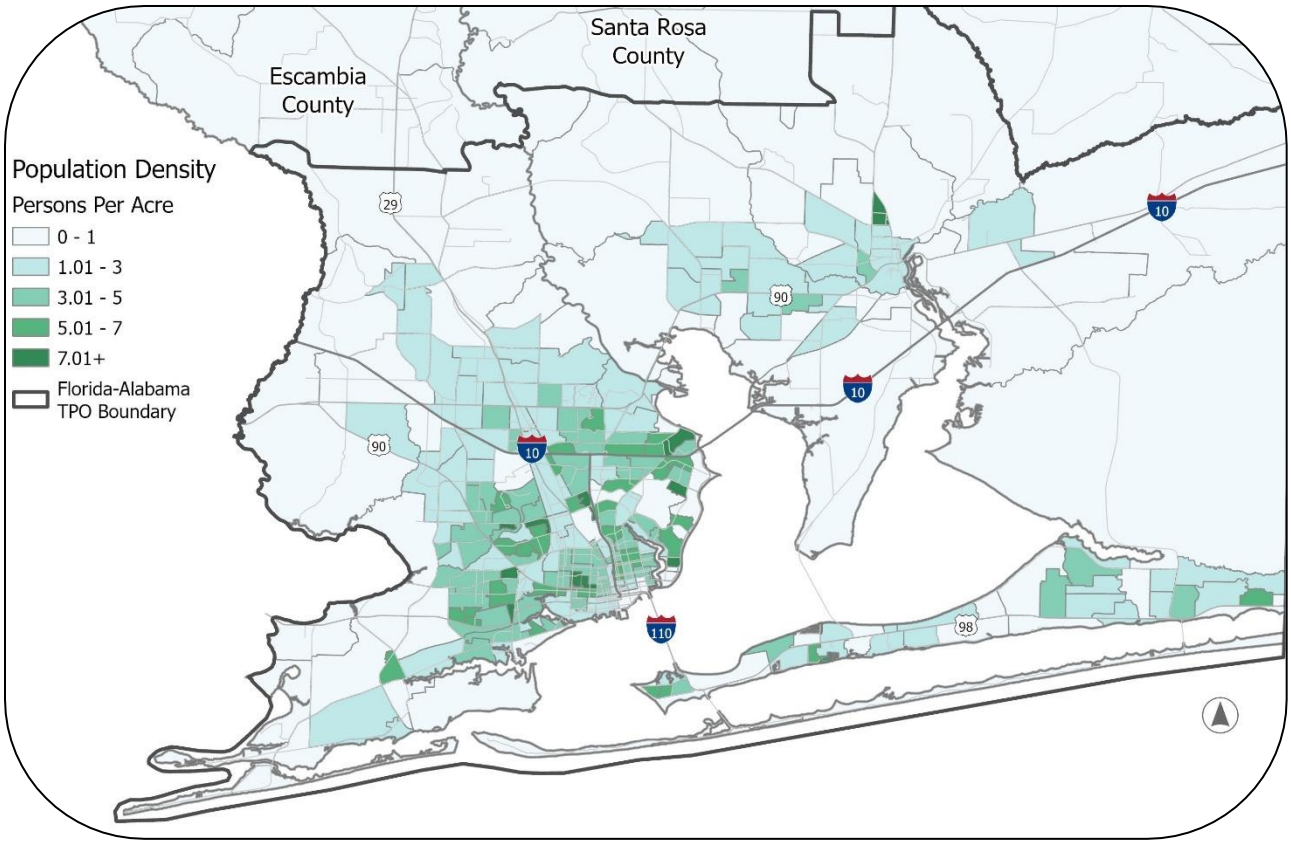


Figure 3-2 Population Density: Escambia County

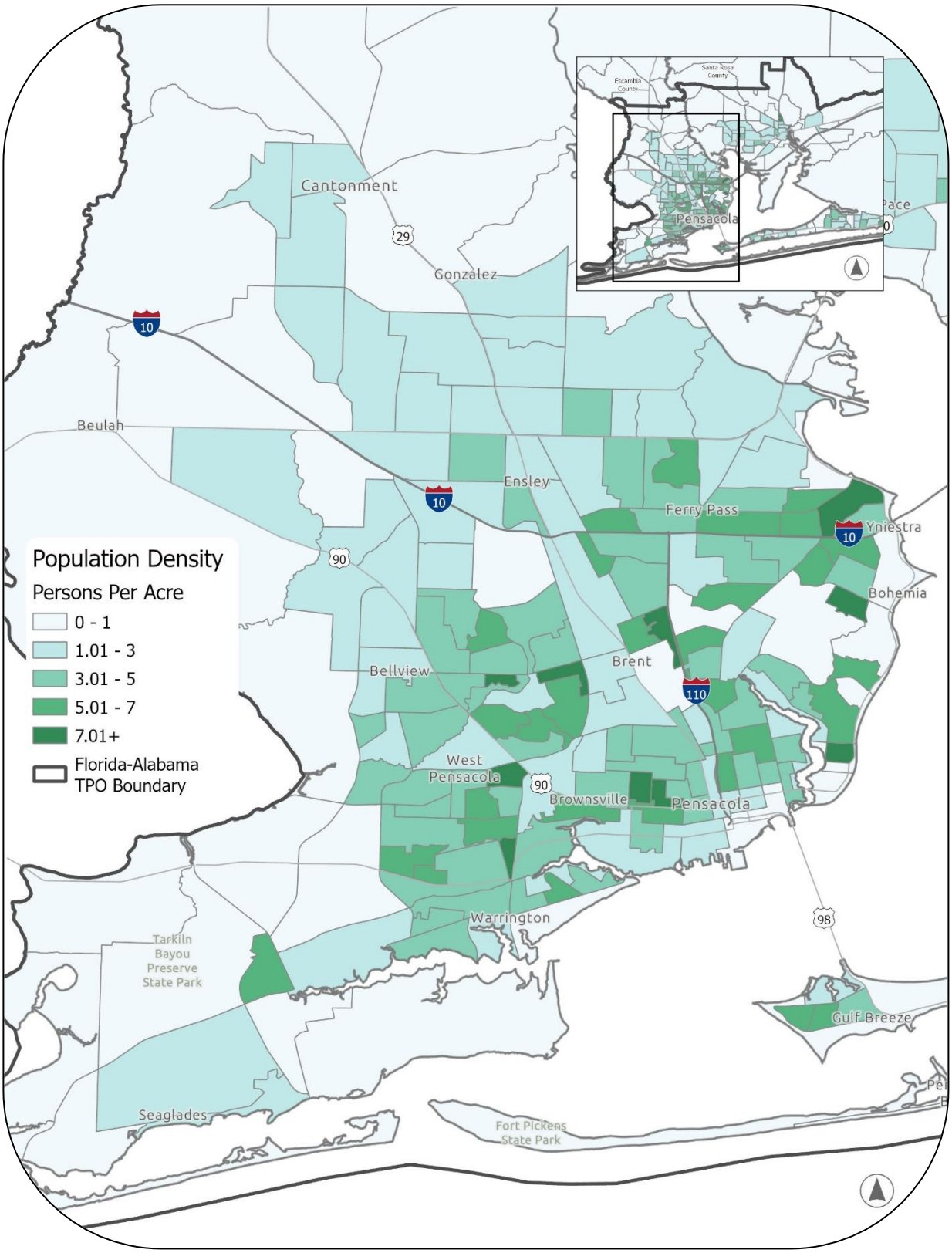


Figure 3-3 Population Density: Central Santa Rosa County

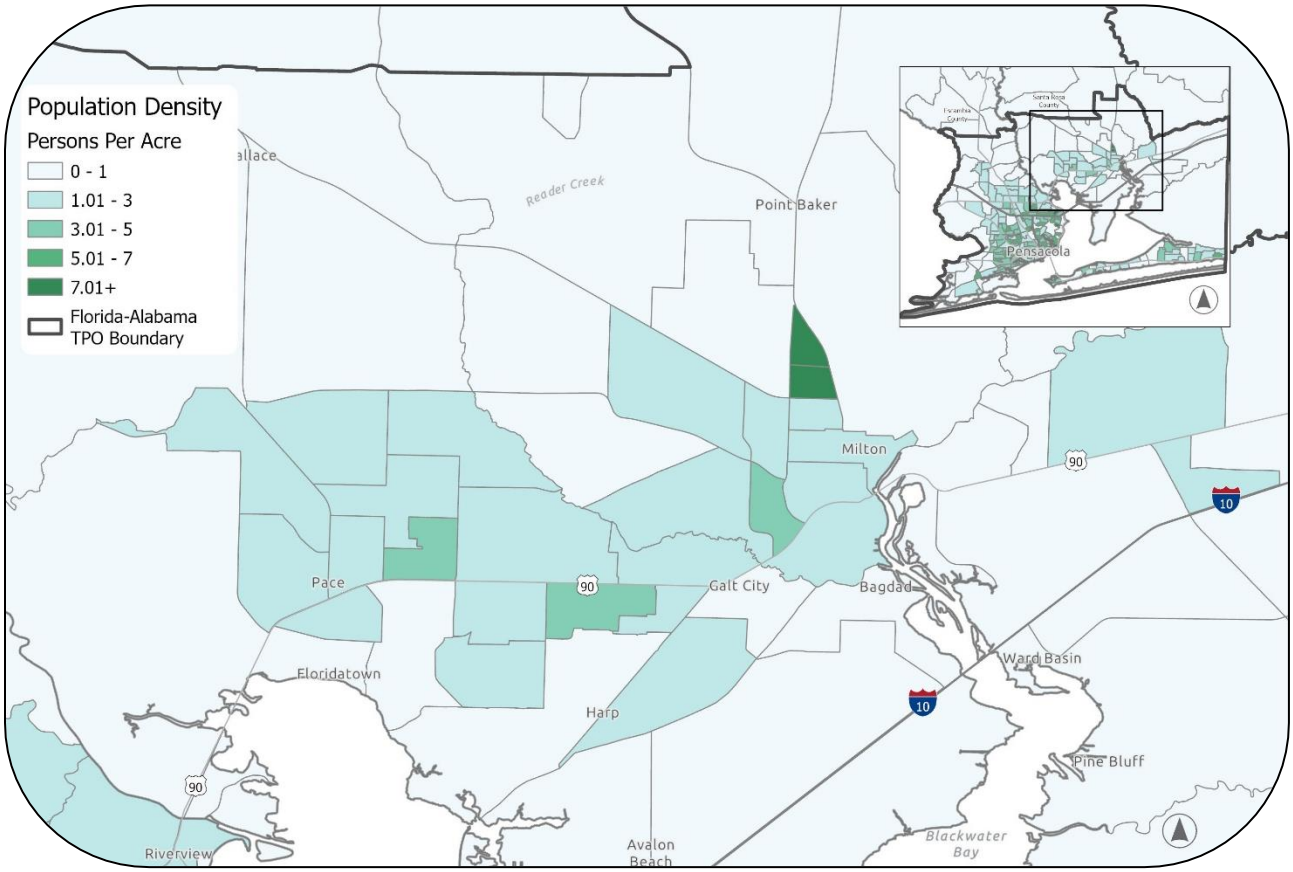
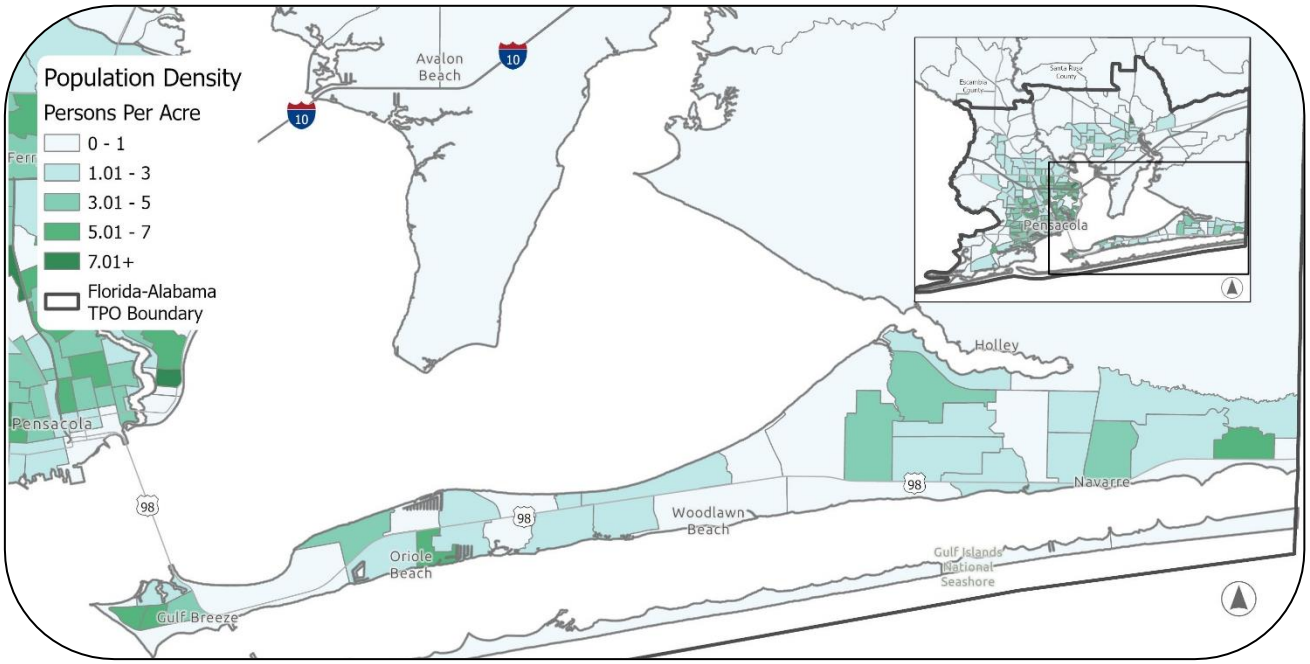


Figure 3-4 Population Density: South Santa Rosa County



Student Population

Student populations are an important target for bicycle and pedestrian planning and improvements because their access to motorized vehicles is far less compared to the overall population. This is because grade school-age students are largely below driving age and college students tend to have lower car ownership rates than other adult populations.

Figures 3-5 through 3-8 display the percentage of enrolled students aged three and up of the total population by census block group.

A majority of the region has a student population of less than 30%. The areas of higher student population are scattered throughout the region near Gonzalez, Pace, Milton, US 98, and Pensacola.

Figure 3-5 Student Population: Study Area

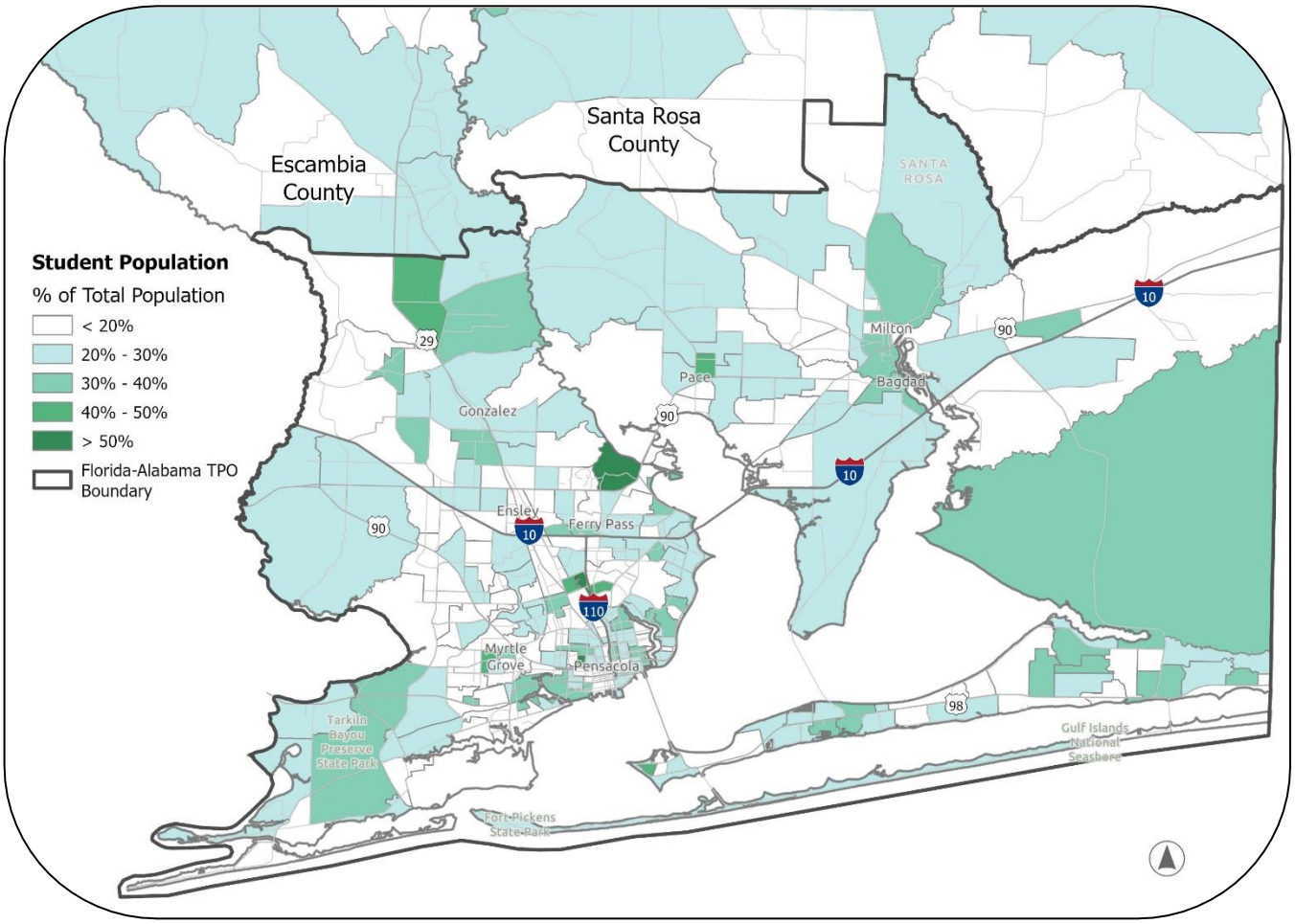


Figure 3-6 Student Population: Escambia County

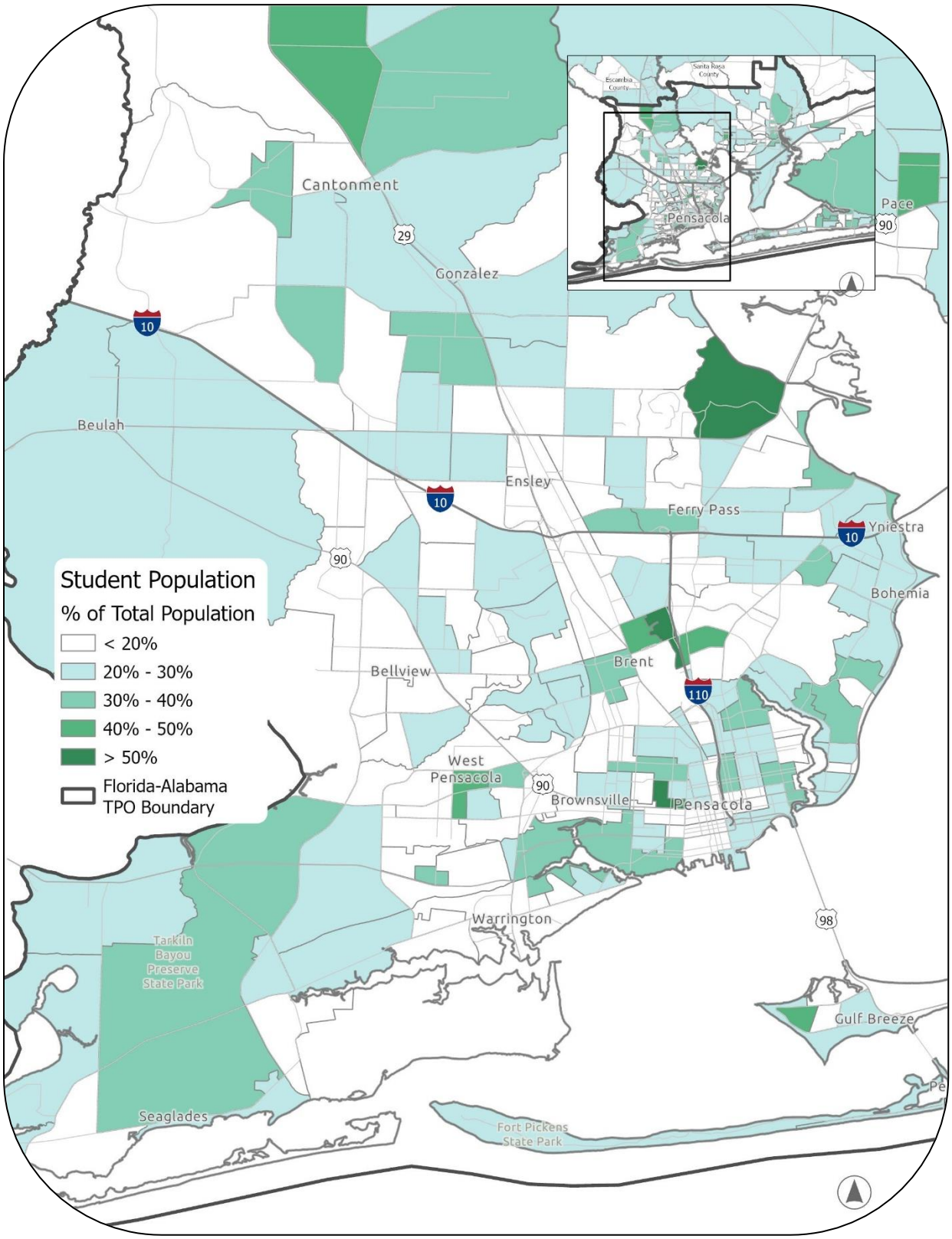


Figure 3-7 Student Population: Central Santa Rosa County

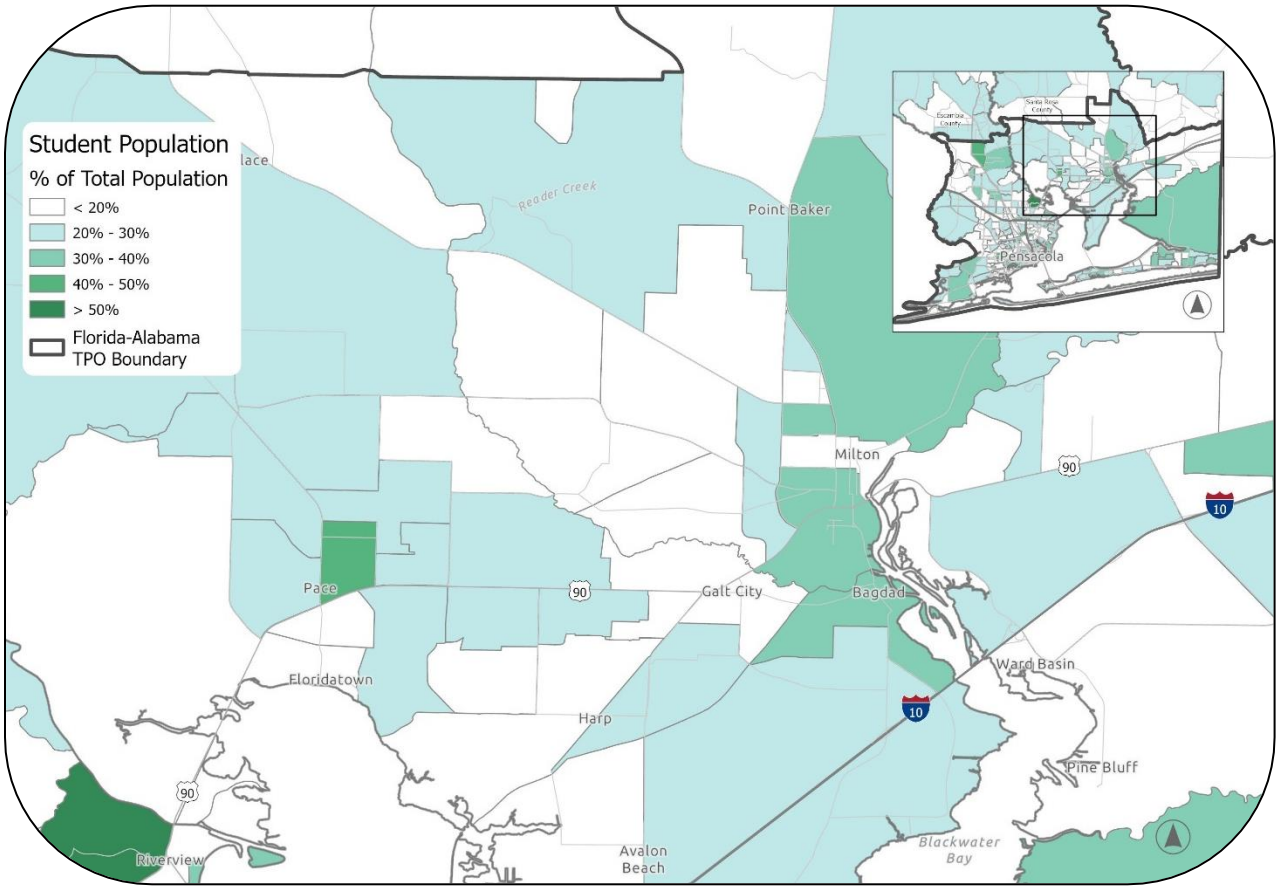
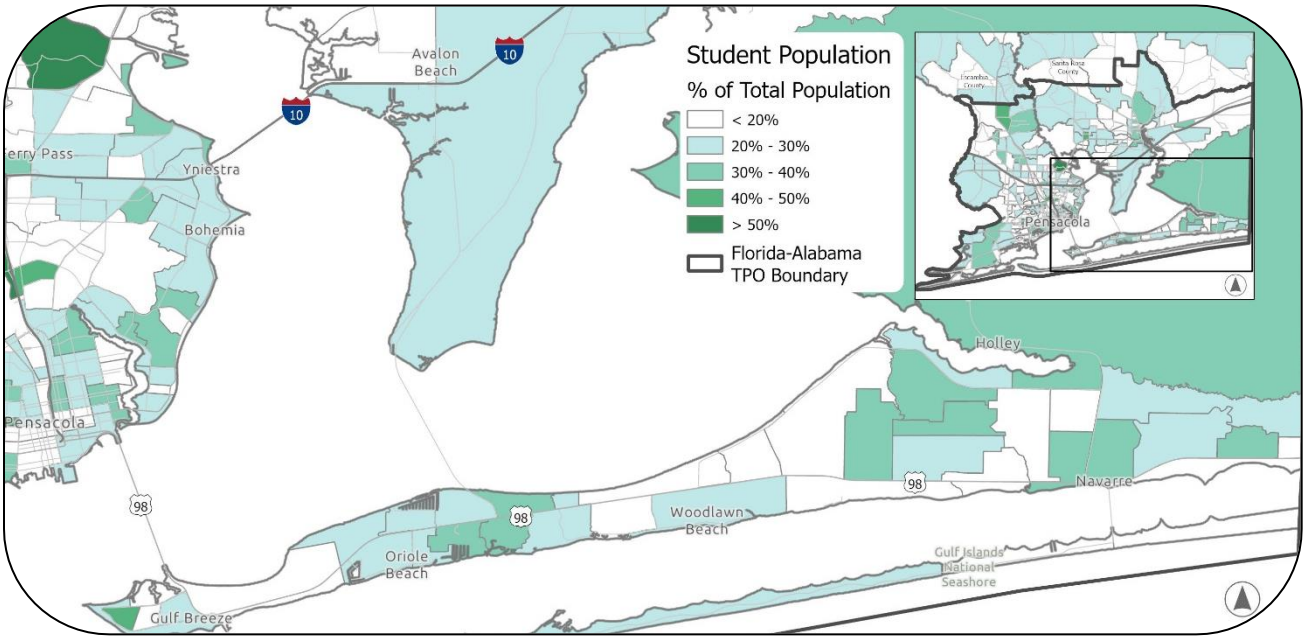


Figure 3-8 Student Population: US 98



Employment Density

High-density employment areas can serve as attractors for commuting, shopping, and other services.

Figures 3-9 through 3-12 display the civilian employed population aged 16 years and over ("employee") per acre within the region by census block group.

The areas of higher employment density are shown in darker green and the areas of lower employment density are shown in lighter green. Areas that have an employment density of less than one employee per acre are shown in white.

Most of the study has less than one employee per acre. The areas of higher employment density are near Pensacola, Myrtle Grove, Ferry Pass, parts of US 98, and north of Milton.

Figure 3-9 Employment Density: Study Area

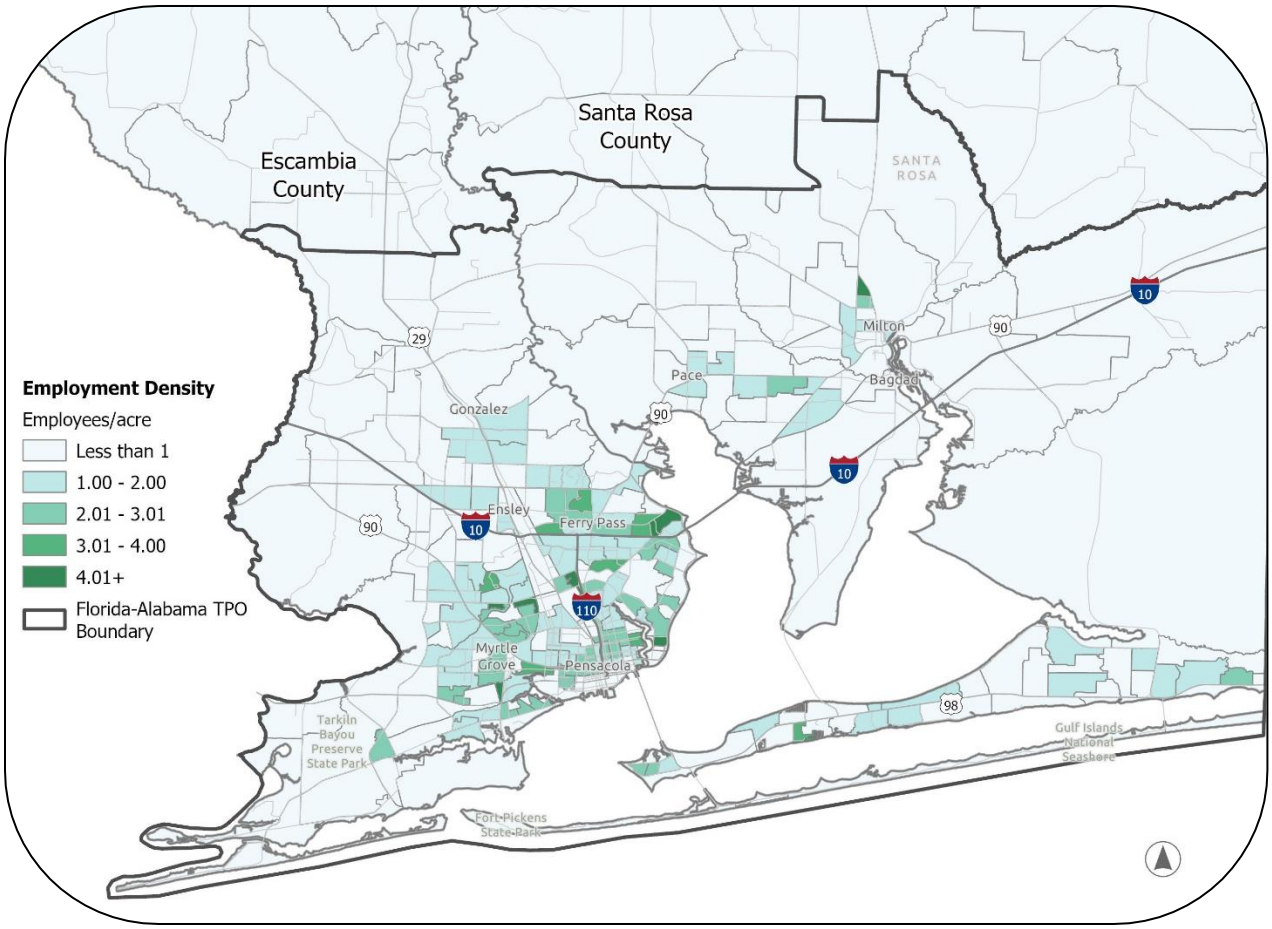


Figure 3-10 Employment Density: Escambia County

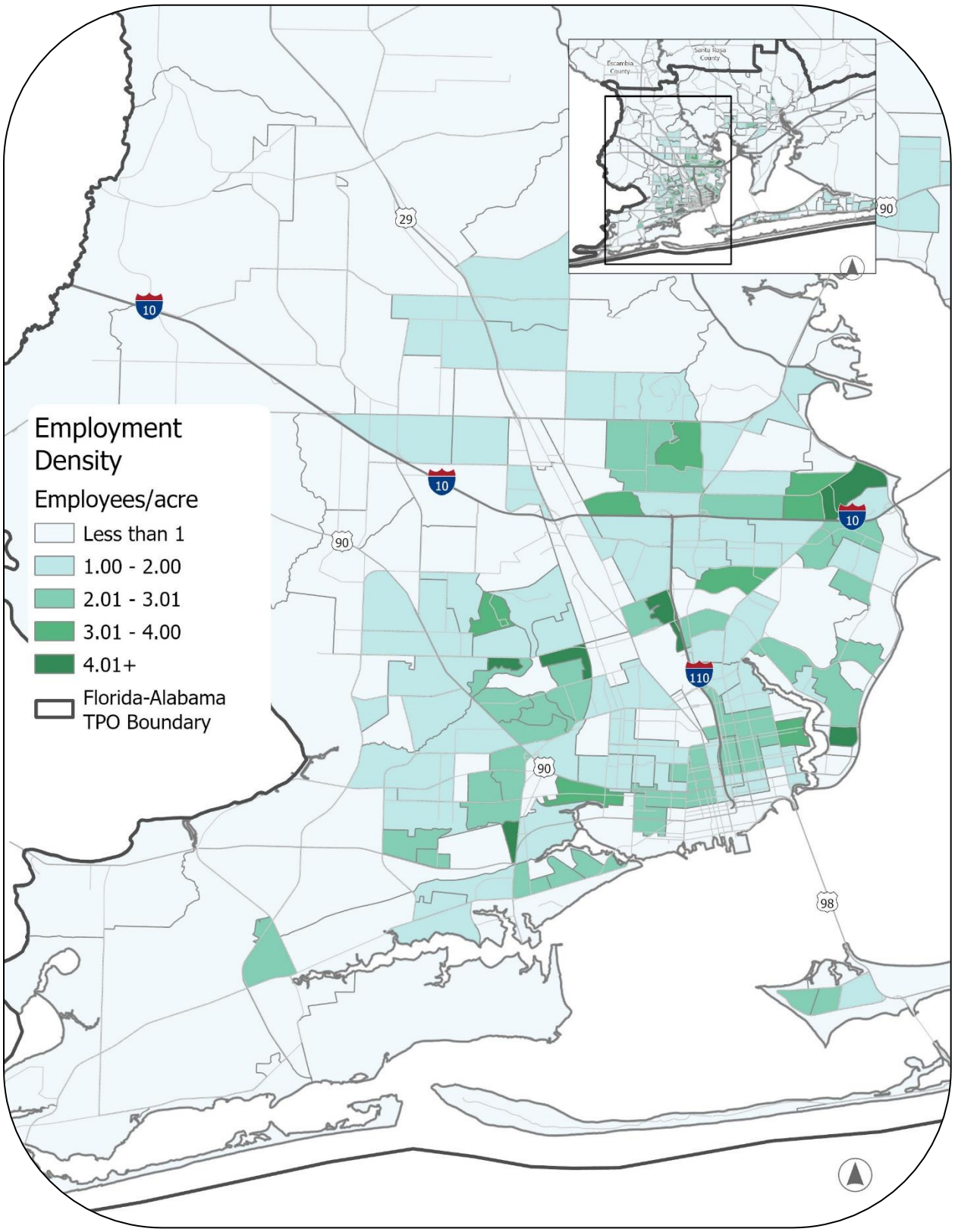


Figure 3-11 Employment Density: Central Santa Rosa County

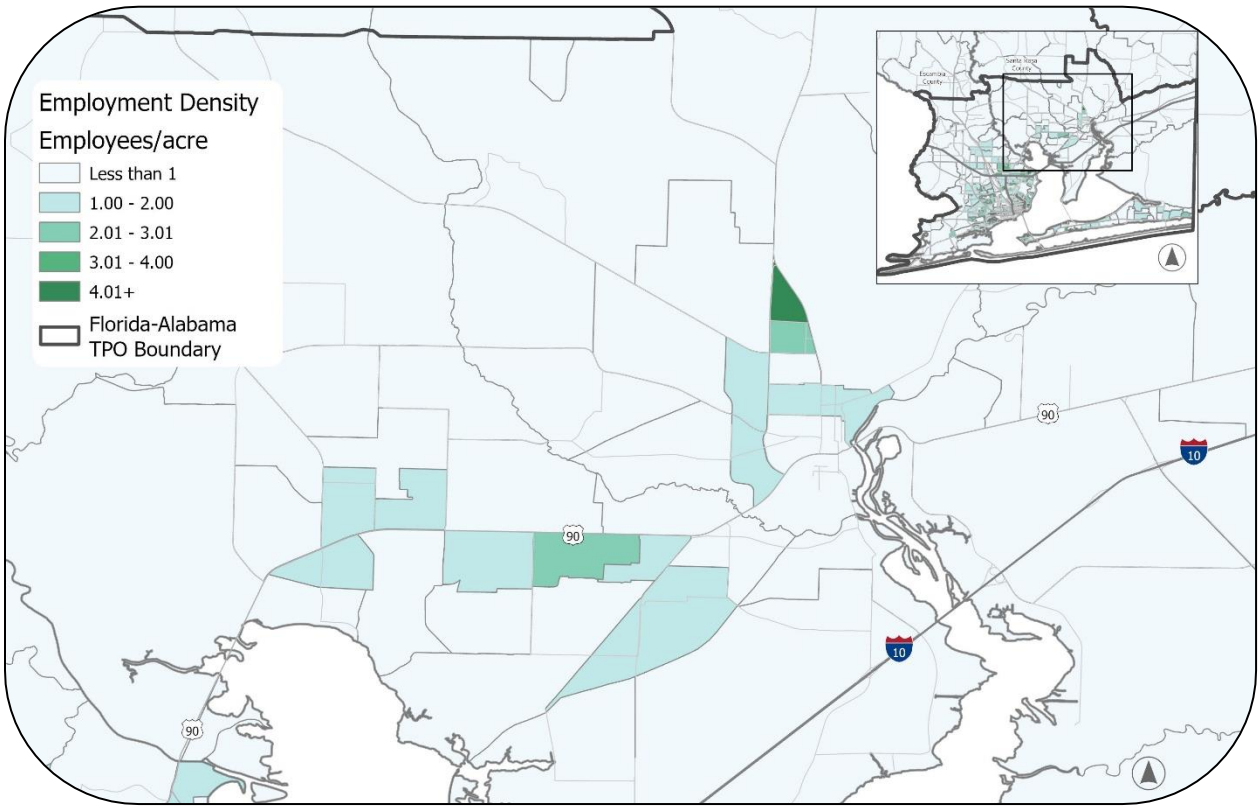
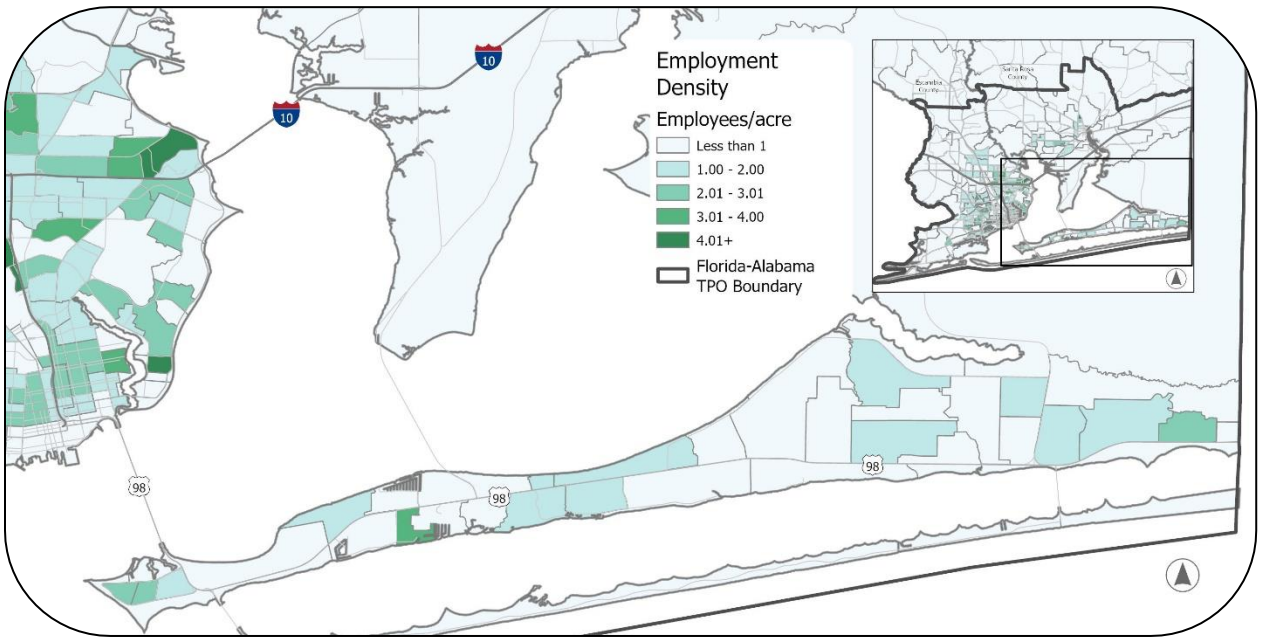


Figure 3-12 Employment Density: US 98



Zero Car Households

The zero-car households data point was selected as part of the base demographic analysis because it highlights the areas that may be more inclined to utilize or demonstrate more of a need for bicycle and pedestrian planning and facilities as they have limited options for travel. If households do not own a vehicle, then individuals must rely on alternate modes of travel such as walking or biking. Therefore, households without their own vehicles would be provided with more mobility access with the addition of bicycle and pedestrian infrastructure. Linking these areas to regional destinations and the overall bicycle and pedestrian network is key for an equitable transportation network by providing connections to those that need it most. The use of this data helps to predict the future use of new or updated transportation systems while providing an understanding of the current users of various transportation options.

Figures 3-13 through 3-16 display the percentage of zero-car households by census block group. The areas in the darker greens have a higher percentage of zero-car households than the areas in lighter greens. The area around downtown Pensacola, specifically near Warrington, Brownsville, and Brent have higher rates of zero-car households.

Figure 3-13 Zero Car Households: Study Area

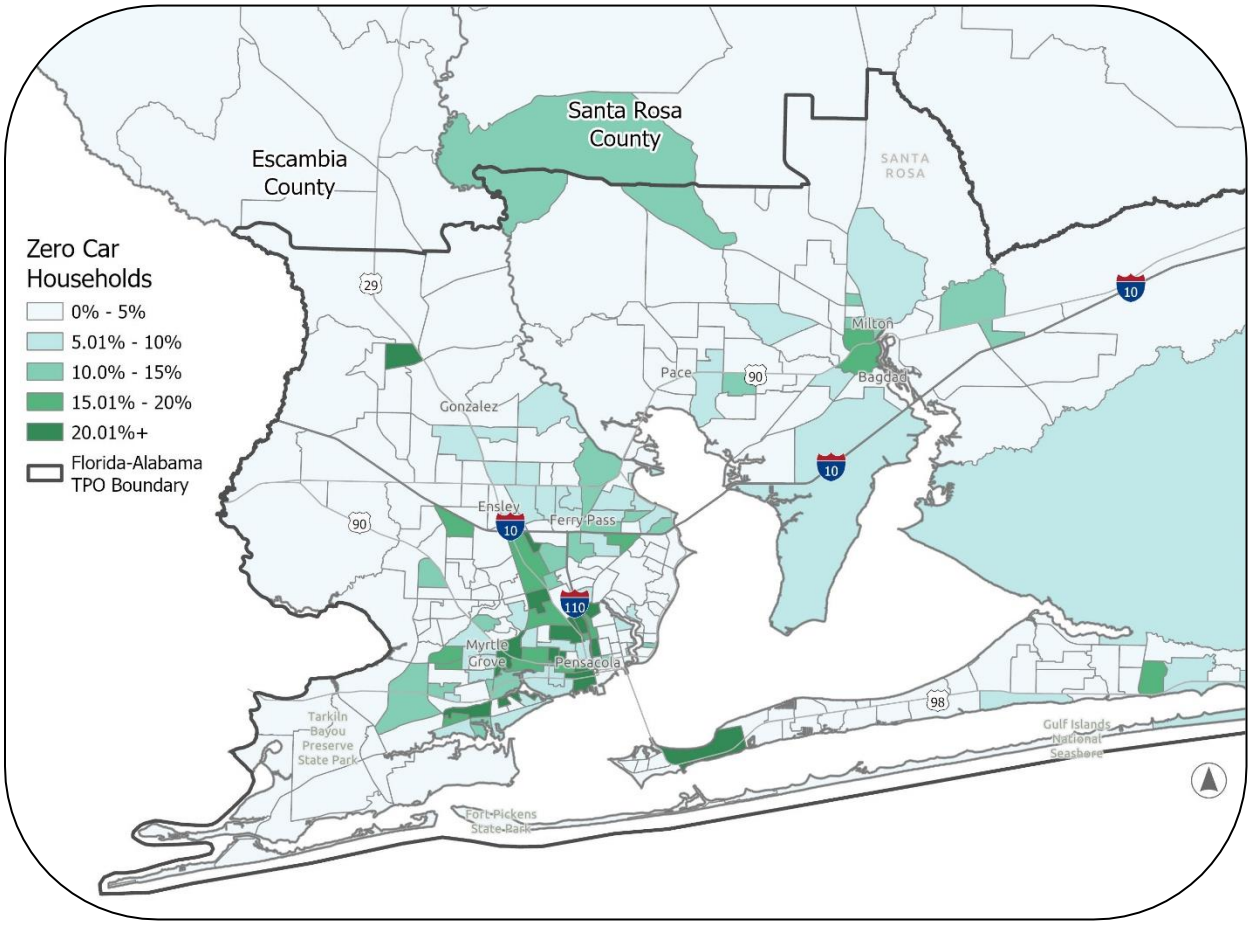


Figure 3-14 Zero Car Households: Escambia County

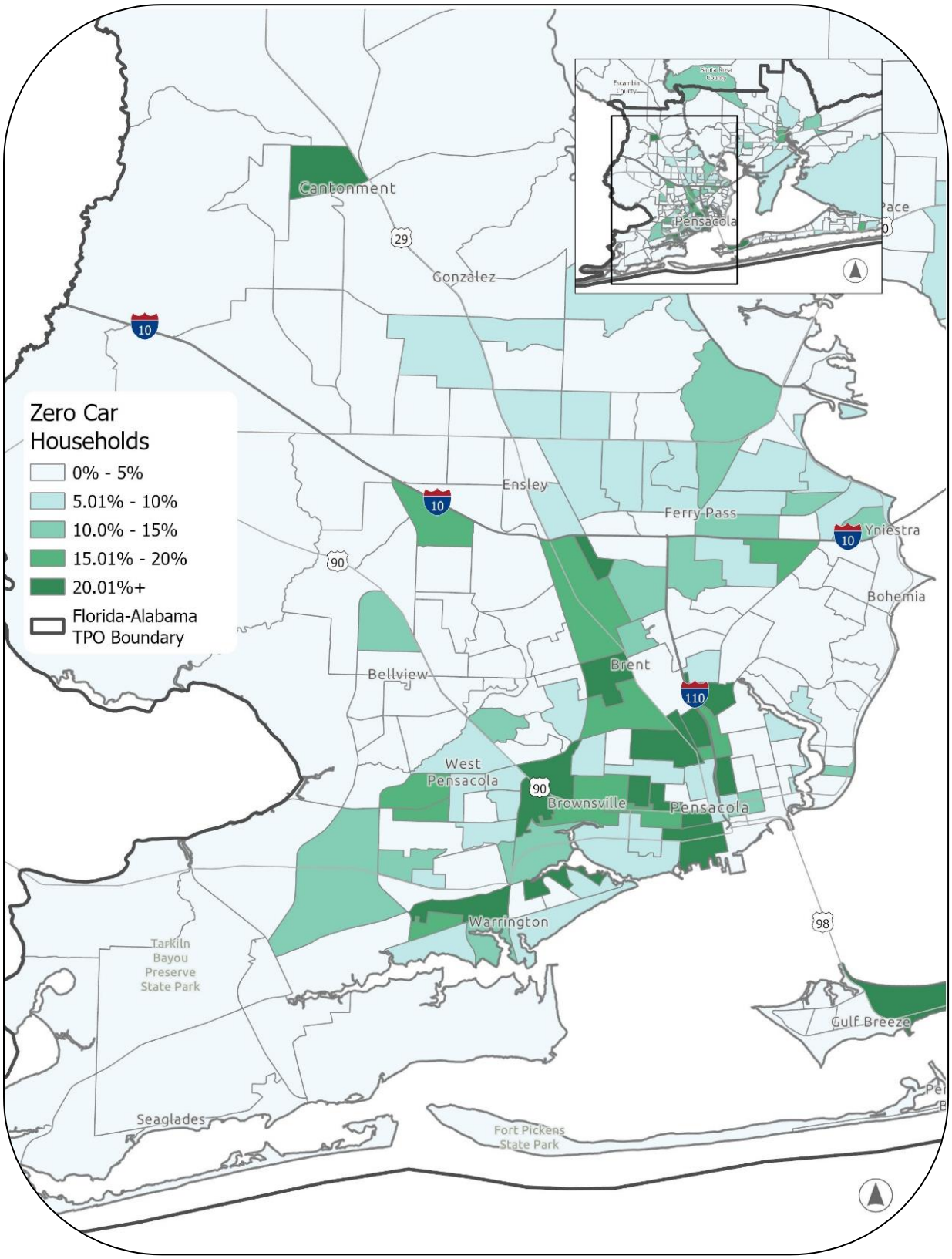


Figure 3-15 Zero Car Households: Central Santa Rosa County

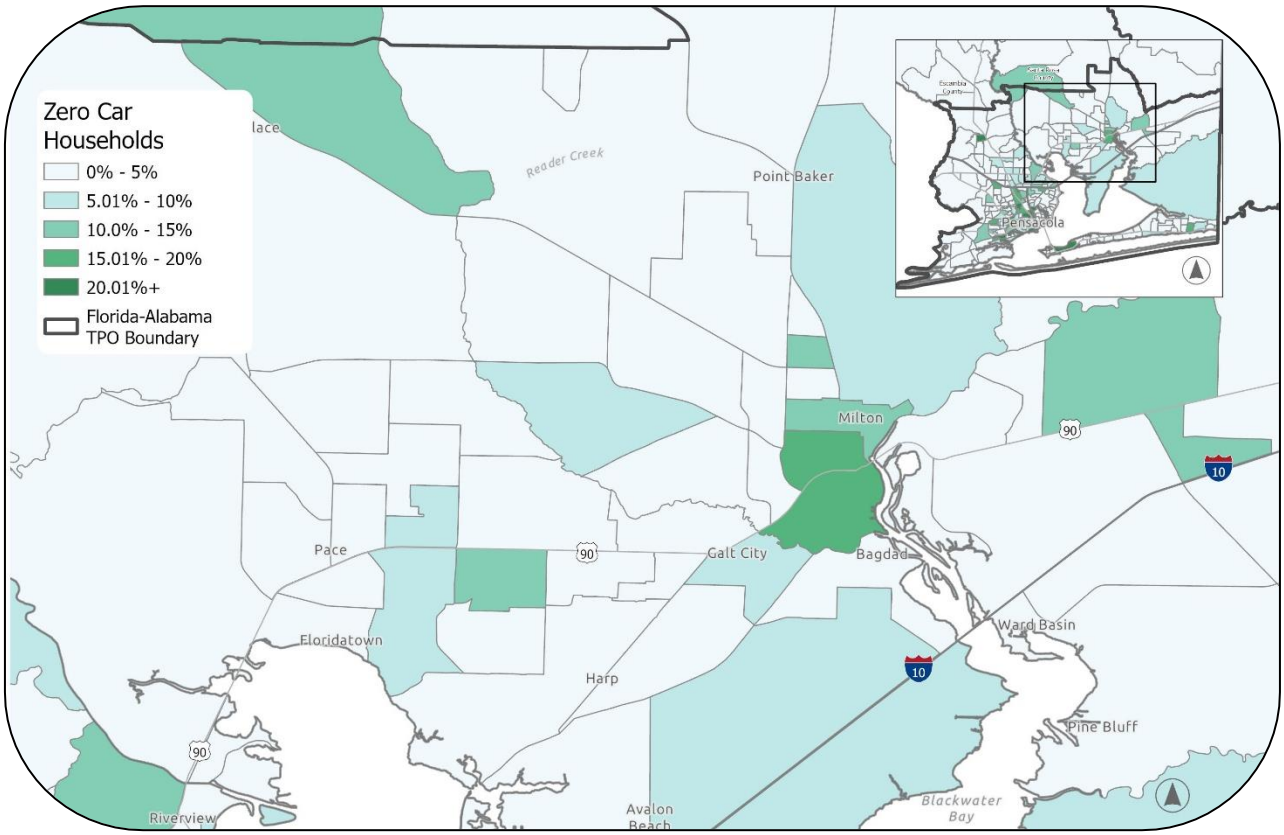
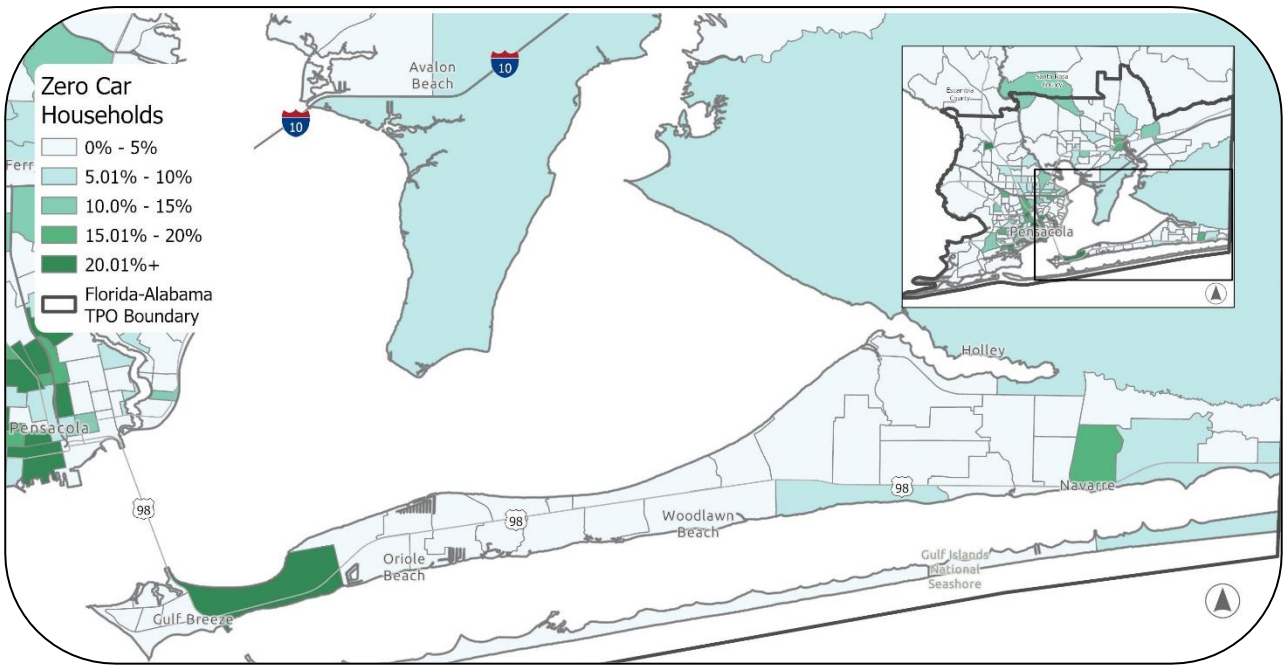


Figure 3-16 Zero Car Households: US 98



Socioeconomic Analysis

A socioeconomic analysis was performed for the Florida-Alabama TPO region using the US Environmental Protection Agency's (EPA) EJScreen tool. The socioeconomic data source utilized by EJScreen is the US Census Bureau's American Community Survey (ACS) 2016-2020 5-Year Estimates (ACS 2020).

NACTO's *Urban Bikeway Design Guide* states that low-income communities and communities of color have been disproportionately impacted by poor and inadequate infrastructure. Therefore, for the purposes of this study, EJScreen's Demographic Index was utilized to highlight areas of potentially vulnerable populations. The Demographic Index is based on the average of two demographic indicators: percent-low income and percent people of color. The results of the Demographic Index are displayed in **Figures 3-17** through **3-20.**

The areas that rank high on the Demographic Index are largely concentrated around Pensacola with several block groups between the 80th and 100th percentiles.

Figure 3-17 Demographic Index: Region

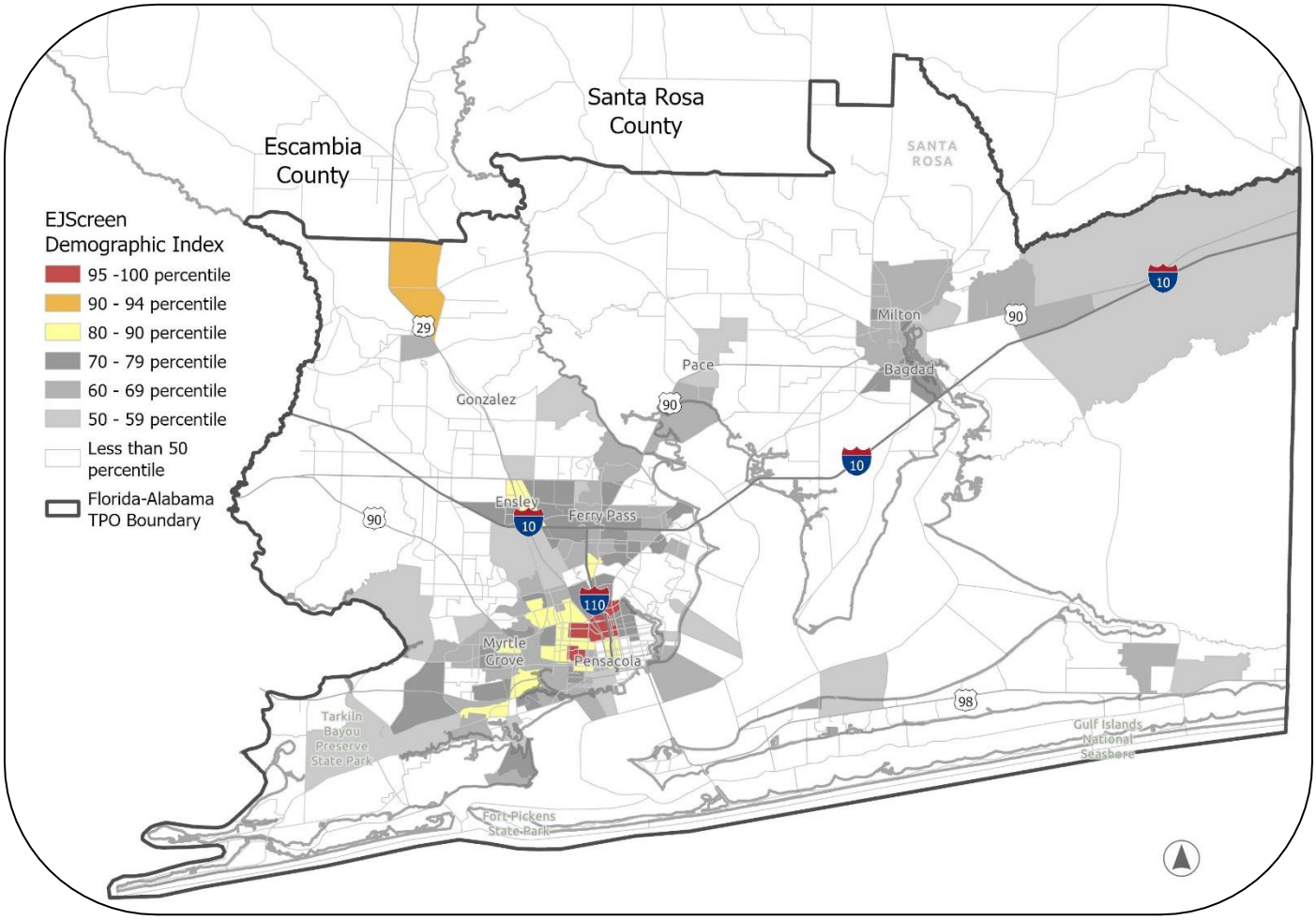


Figure 3-18 Demographic Index: Escambia County

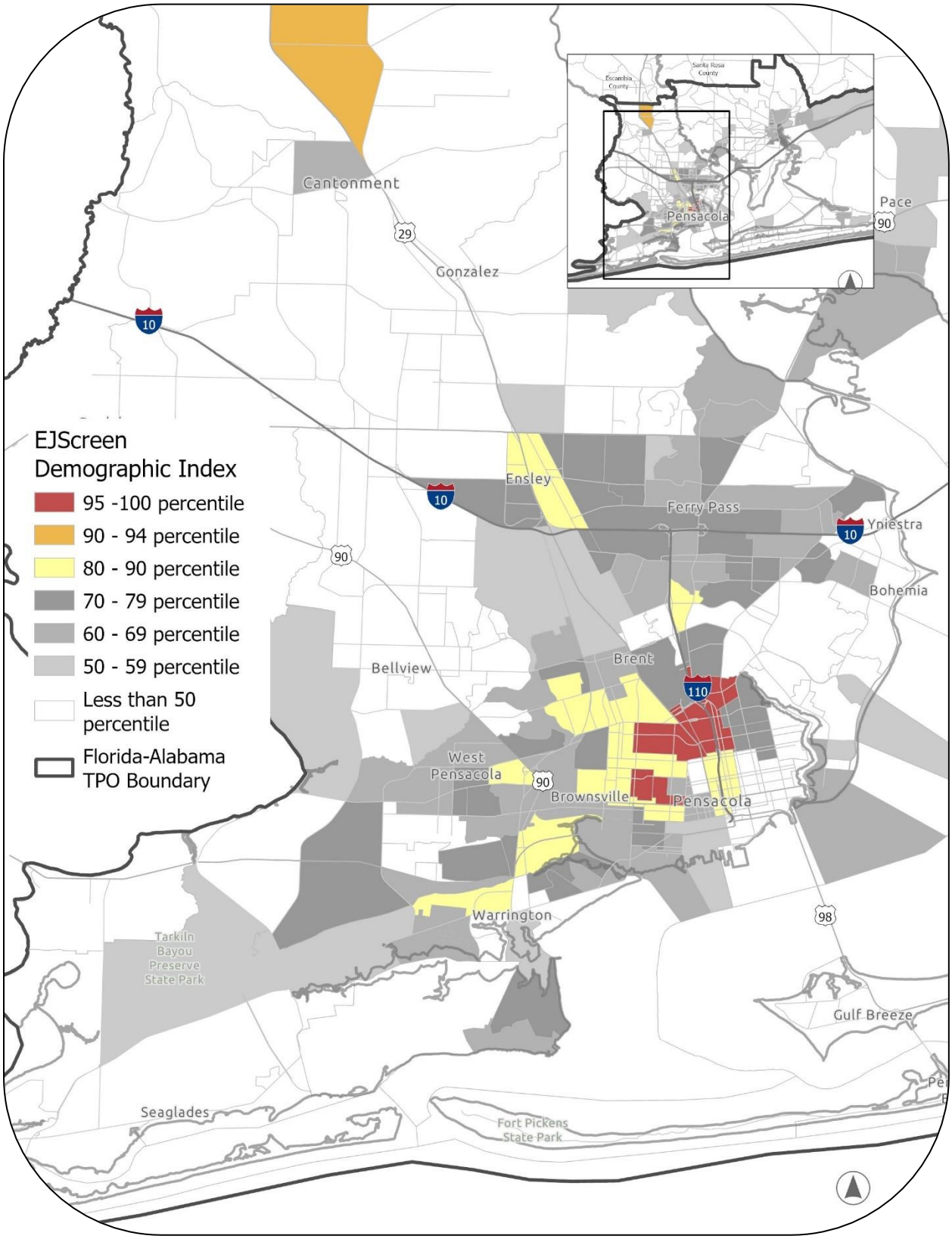


Figure 3-19 Demographic Index: Central Santa Rosa County

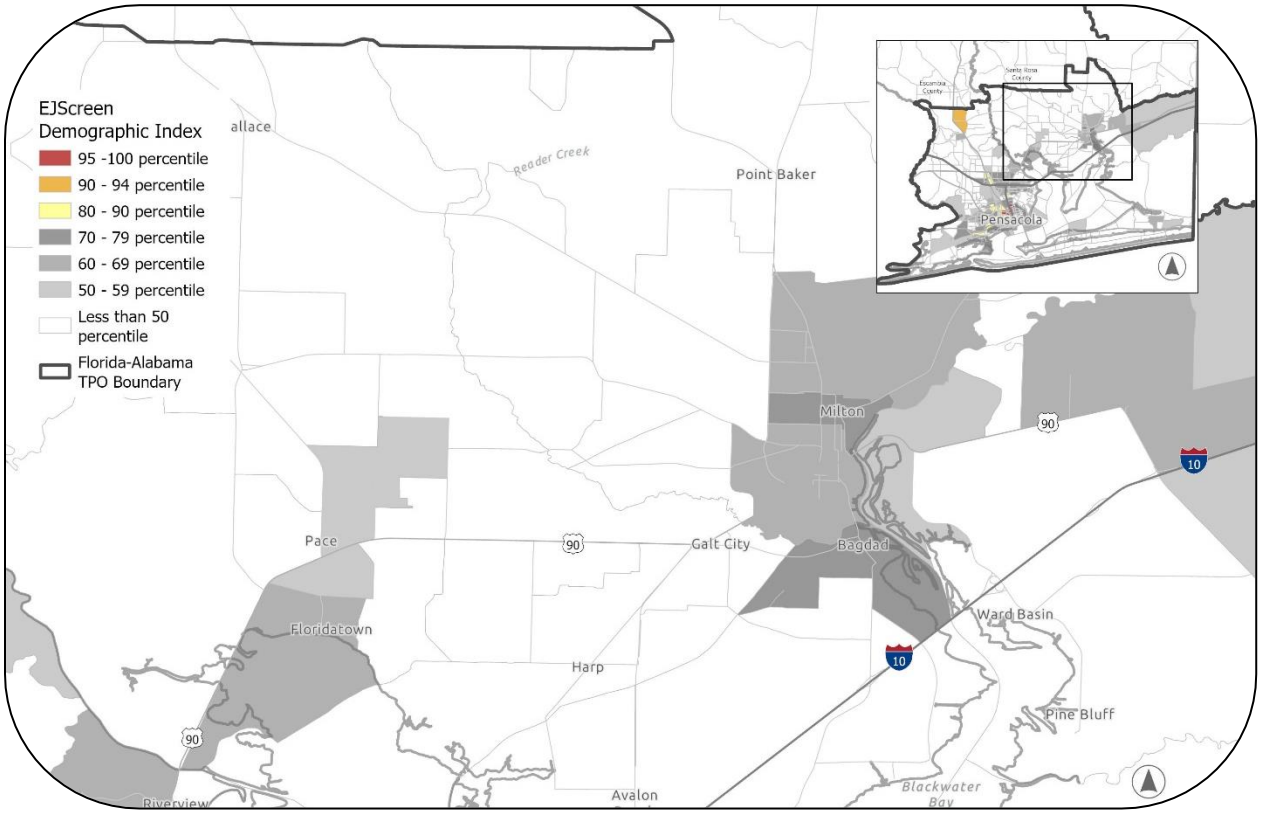
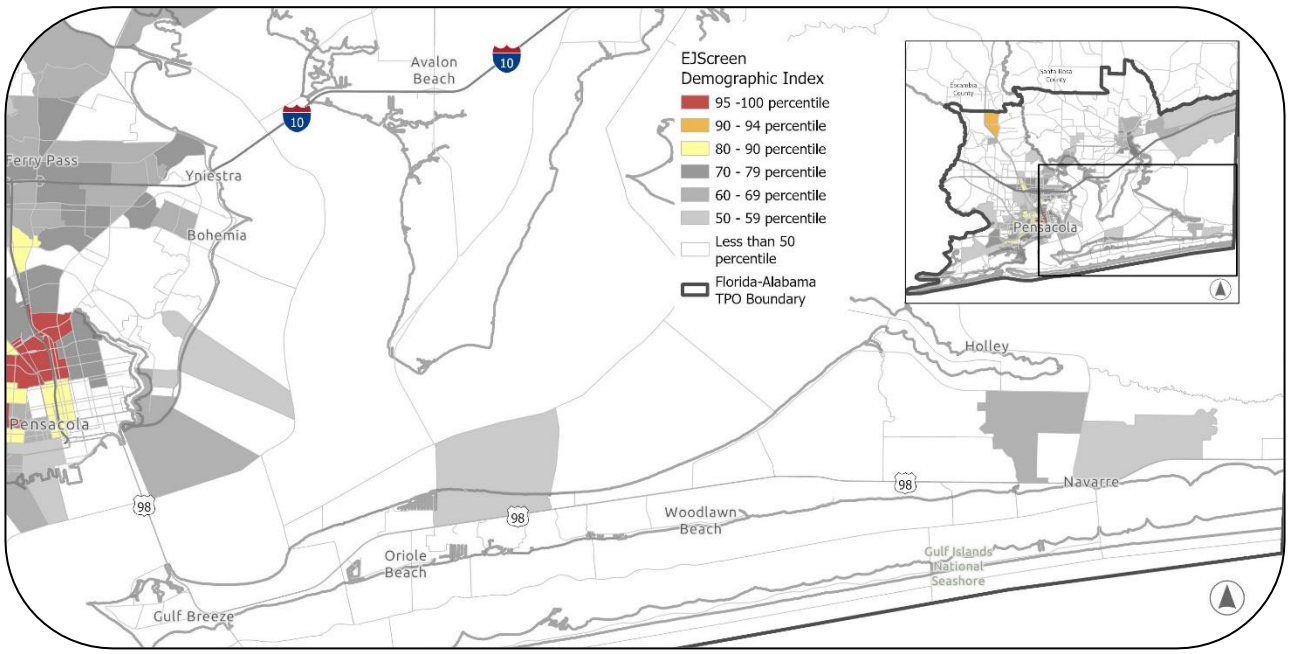


Figure 3-20 Demographic Index: US 98



Bicycle and Pedestrian Crashes

A historical safety review was conducted in the form of a bicycle and pedestrian crash analysis using the Signal 4 Analytics (S4) database to summarize the TPO region-wide bicycle and pedestrian crash trends from the previous five years (2018-2022). Analyzing crash trends identifies problem areas within the region related to bicycle and pedestrian safety that may be suitable for future study.

General crash trends are summarized below and further detailed in this section. A map series depicting heat maps and crash severity by location is included at the end of this section in **Figures 3-21 through 3-28**.

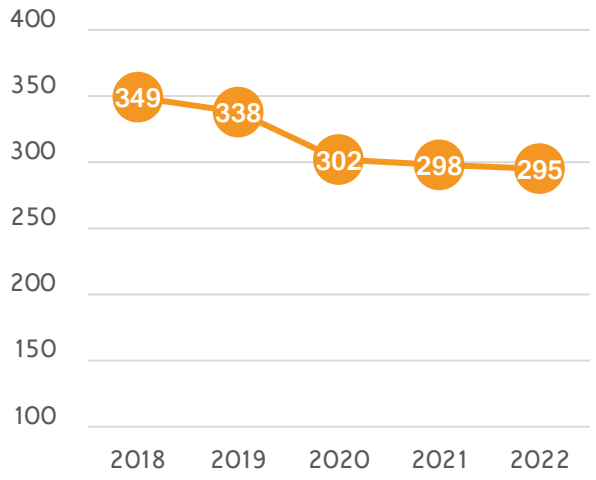
- **1,582 crashes** occurred ranging from 295 to 349 crashes per year.
- 131 crashes resulted in a fatality (8%) and 195 crashes (12%) resulted in serious injuries.
- Approximately 30% of the crashes occurred between **4 PM and 7 PM.**
- Approximately 85% of the crashes occurred in **Escambia County** and 15% occurred in **Santa Rosa County.**
  - Nearly 60% of the total crashes occurred in unincorporated Escambia County and approximately 25% of the total crashes occurred within the City of Pensacola.
- More than half of the crashes (56%) occurred during daylight conditions and approximately 75% of the crashes occurred during clear weather conditions.
- Nearly 90% of the crashes occurred in **dry road surface conditions**.
- Nearly 70% of the crashes did not occur at an intersection.
- The most common type of known type of first impact was angle (19%).
- A majority of the crashes (76%) occurred on a roadway.
- Approximately 15% of crashes occurred in a parking lane/zone or on a shoulder.
- Other crash circumstances/contributors:
  - Aggressive Driving: 11 (<1%)
  - Aging Driver: 212 (13%)
  - Alcohol or Drug-related: 45 (3%)
  - Commercial Vehicle-involved: 33 (2%)
  - Distracted Driving: 140 (9%)
  - Hit-and-Run: 403 (25%)
  - Speeding-related: 4 (<1%)
  - Motorcycle-involved: 13 (<1%)
  - Teenage Driver: 70 (4%)



Downtown Pensacola

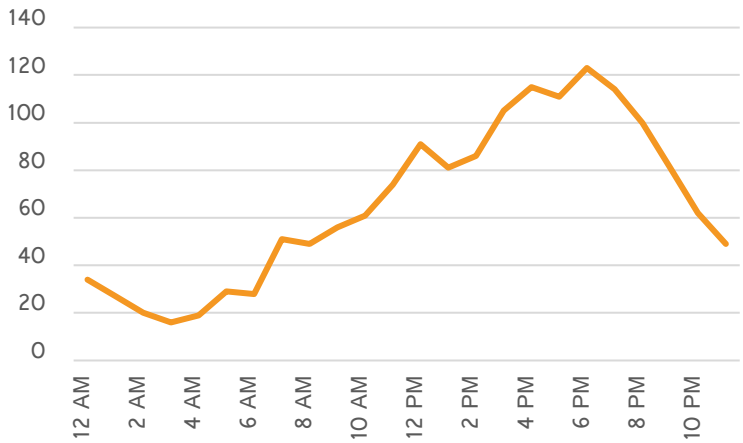
Crashes by Year

Overall, the number of crashes per year decreased over time. The year with the most crashes was 2018 with 349 crashes. The year with the fewest crashes was 2022 with 295 crashes. This trend will need to continue to be studied. The downward trend has been influenced by the pandemic which resulted in fewer vehicles on the road.



Crashes by Time of Day

Crash frequency was highest in the early evening between the hours of 4 PM and 7 PM (30% of the total crashes). Crashes were lowest between the 1 AM and 4 AM hours.



Crashes by Municipality

A majority of the crashes (85%) occurred within Escambia County. Specifically, nearly 60% of the crashes occurred within the unincorporated portions of Escambia County. The next highest crash location was within the City of Pensacola, with 27% of the total crashes.

County	Location	Crashes	Percent
Escambia	Unincorporated	922	58.3%
	Pensacola	419	26.5%
	Cantonment	4	0.3%
	Other	2	0.2%
	County Total	**1,347**	**85.1%**
Santa Rosa	Unincorporated	159	10.1%
	Milton	47	3.0%
	Gulf Breeze	29	1.8%
	County Total	**235**	**14.9%**
	Grand Total	**1,582**	**100.0%**

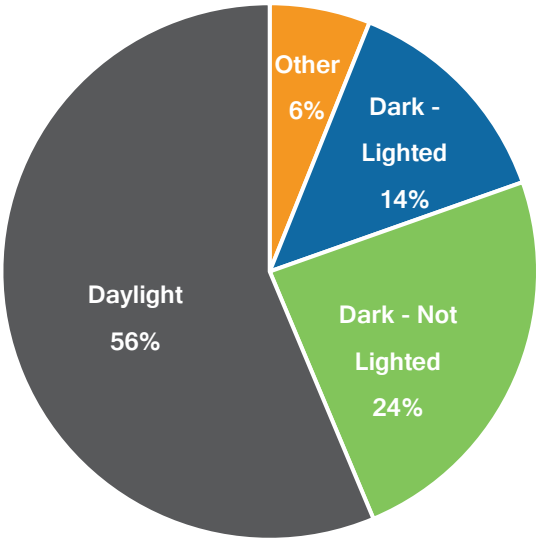
Crash Severity

A total of 131 crashes resulted in fatalities (8%) and 195 crashes resulted in serious injuries (12%). A majority of the fatal crashes (72%) occurred at night and in dark, not-lighted conditions. Only 16% of the fatal crashes were intersection-related.

Crash Severity	Total	%
Fatality	131	8.3%
Serious Injury	195	12.3%
No Injury	216	13.7%
Injury	1040	65.7%
Grand Total	1582	100.0%

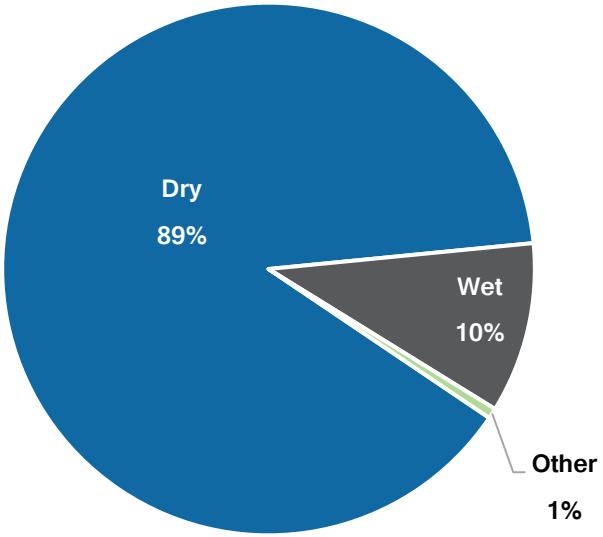
Crash Lighting

More than half of the crashes occurred during daylight conditions (56%). Approximately 24% of the crashes occurred during dark-not-lighted conditions.



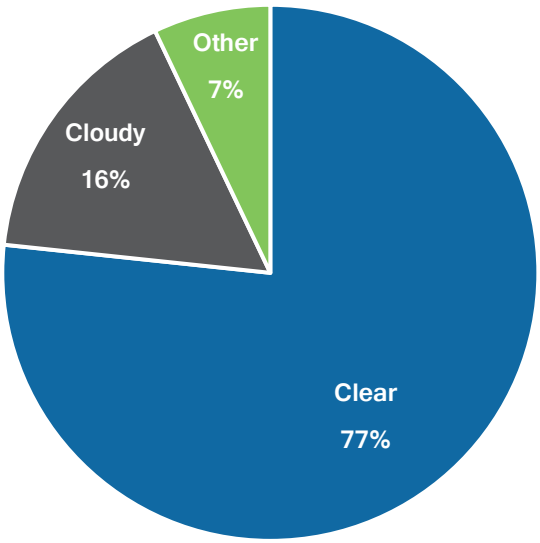
Crash Road Surface

A majority of the crashes occurred during dry road surface conditions (89%). The remaining crashes occurred during either wet (10%) or other (1%) road surface conditions.



Crash Weather

A majority of the crashes occurred during clear weather conditions (77%) and 16% of the crashes occurred in cloudy weather conditions.



Intersection Type

A majority of the crashes did not occur at an intersection (68%). Approximately 17% of the crashes occurred at a four-way intersection and 12% occurred at a T-intersection.

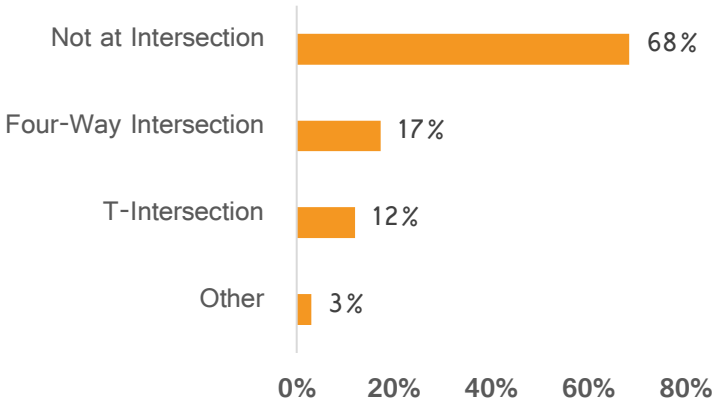


Figure 3-21 Crash Heat: Study Area

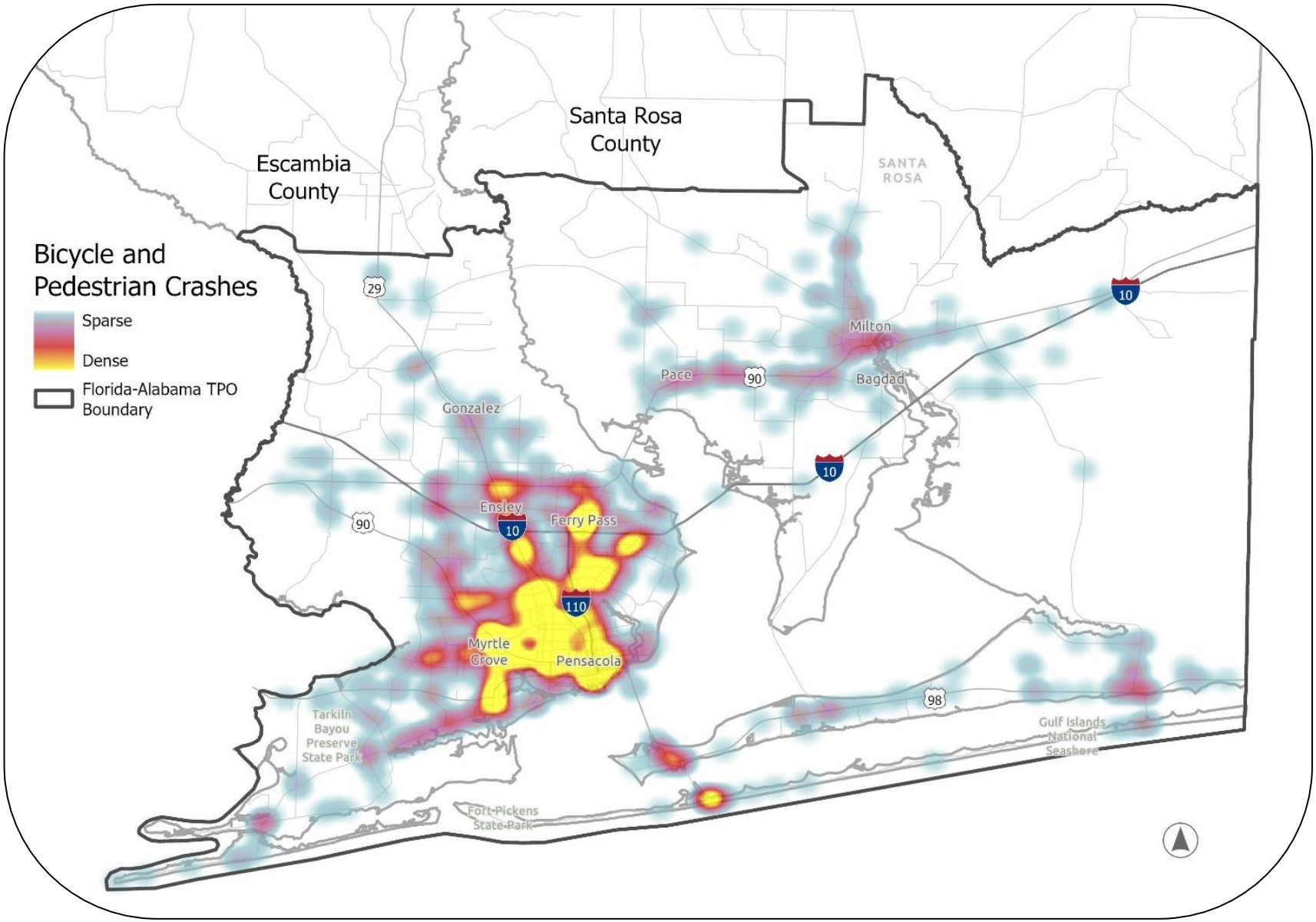


Figure 3-22 Crash Heat: Escambia County

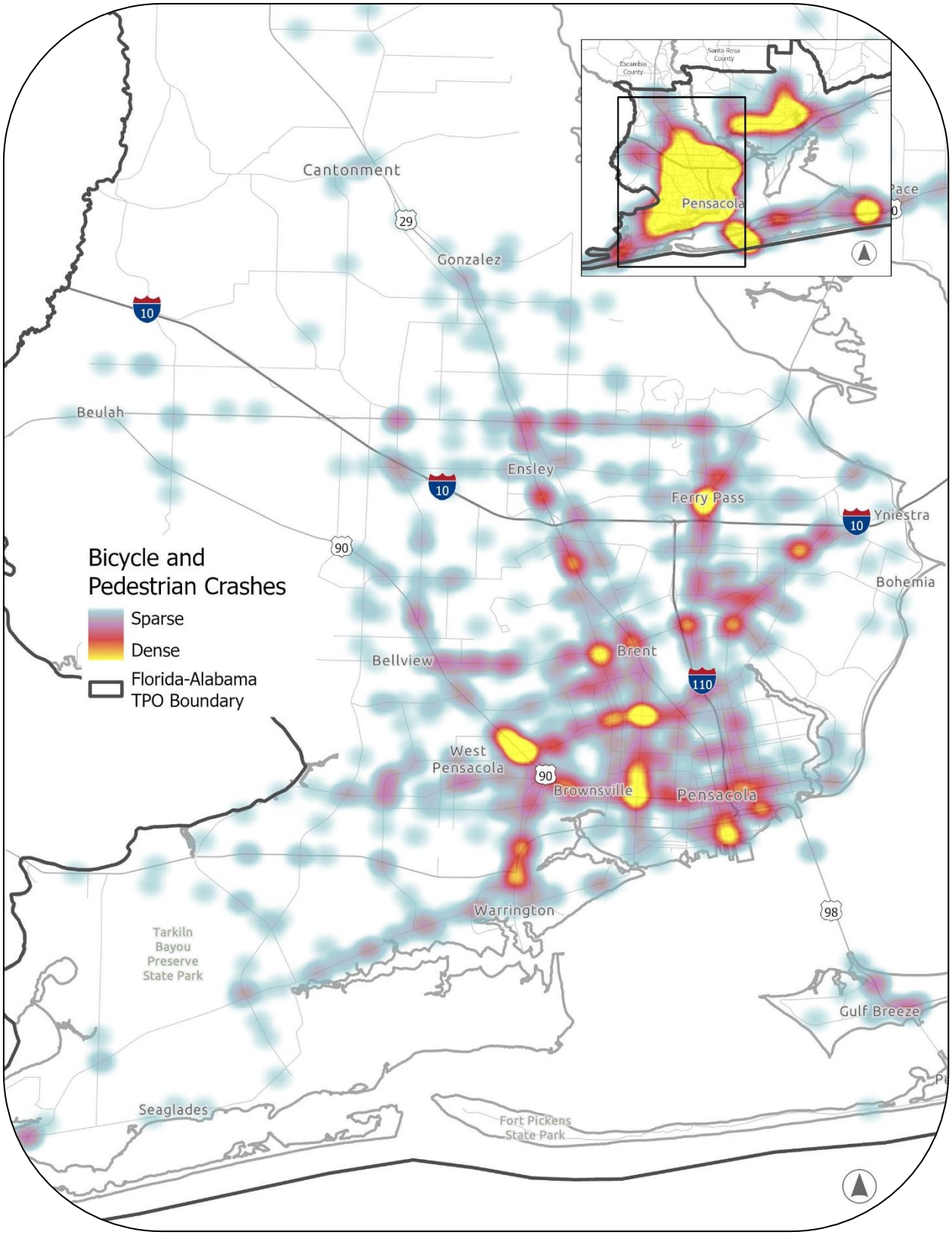


Figure 3-23 Crash Heat: Central Santa Rosa County

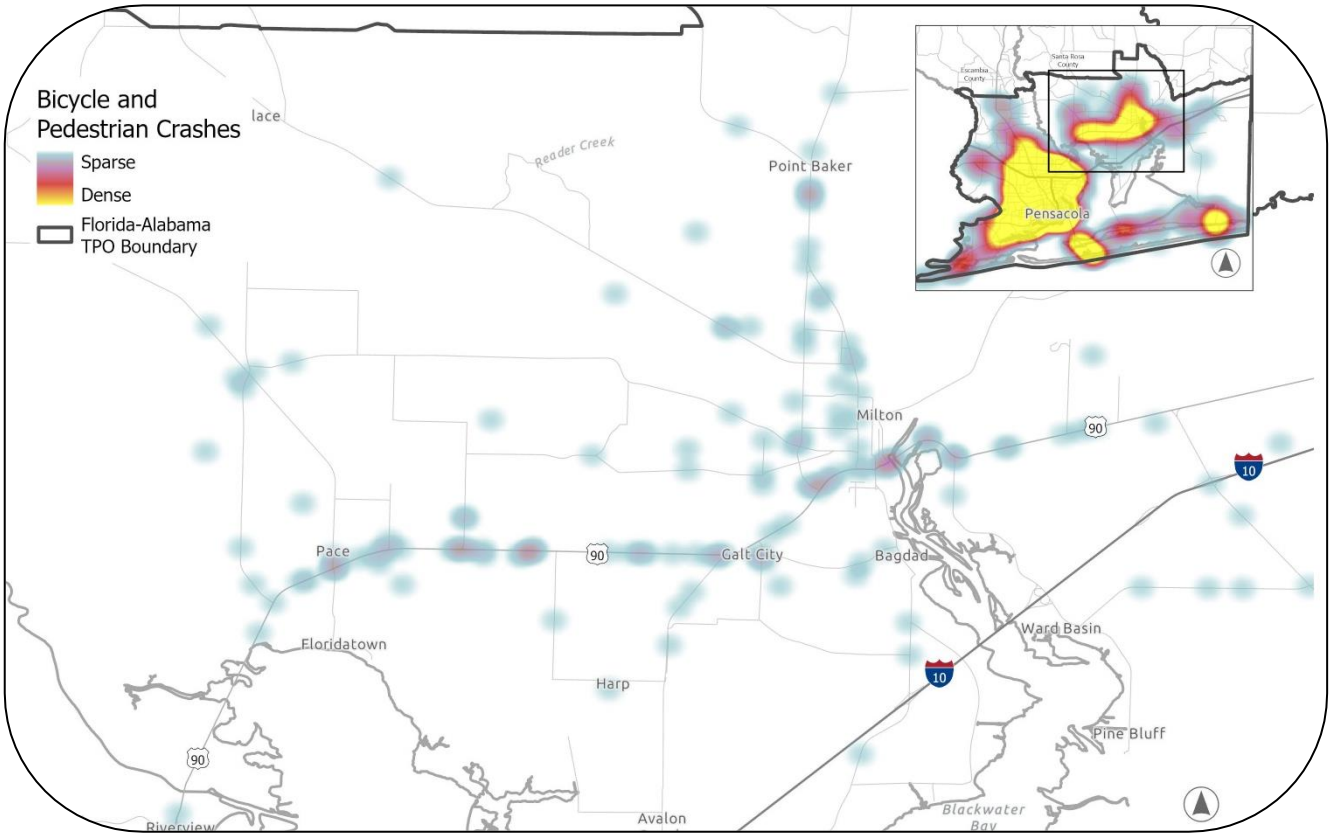


Figure 3-24 Crash Heat: South Santa Rosa County

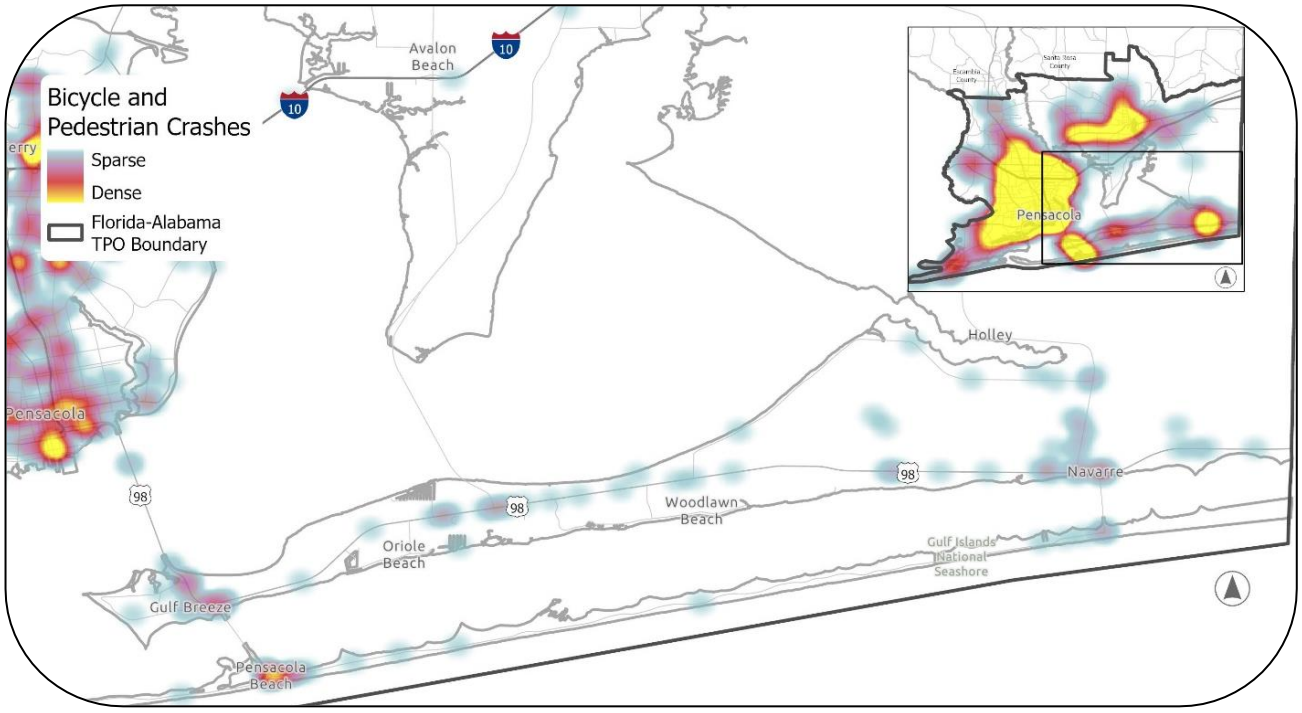


Figure 3-25 Crash Severity: Study Area

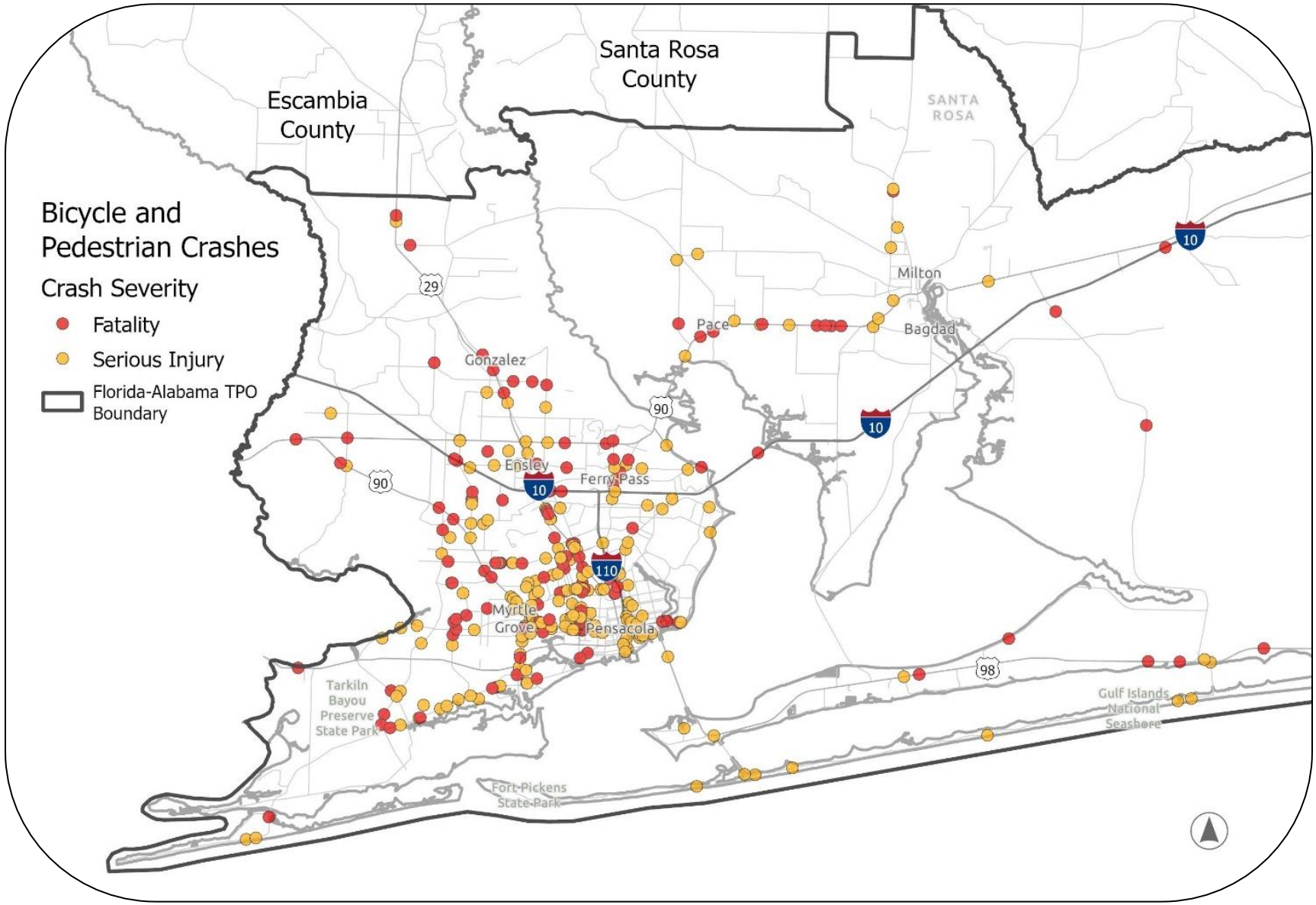


Figure 3-26 Crash Severity: Escambia County

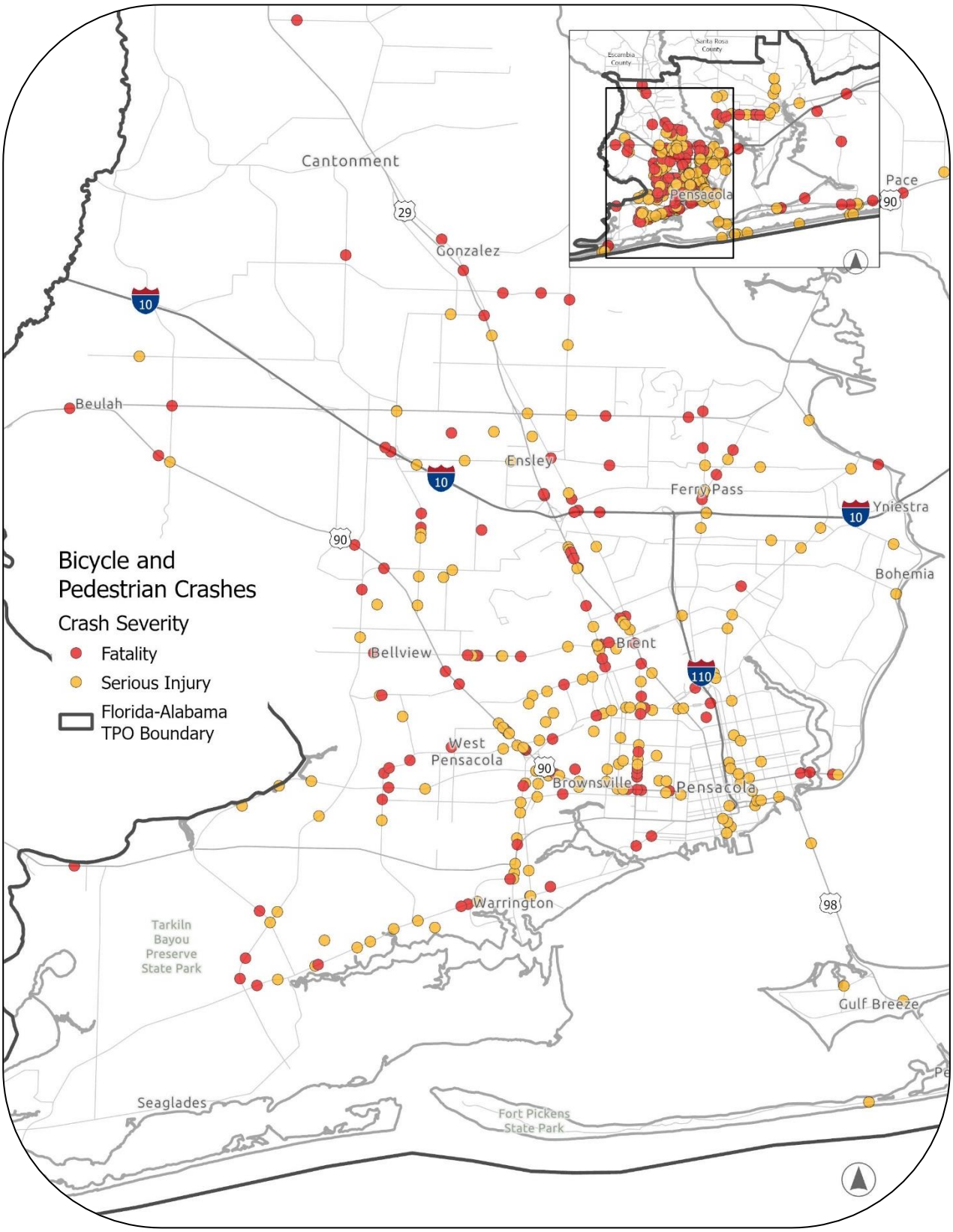


Figure 3-27 Crash Severity: Central Santa Rosa

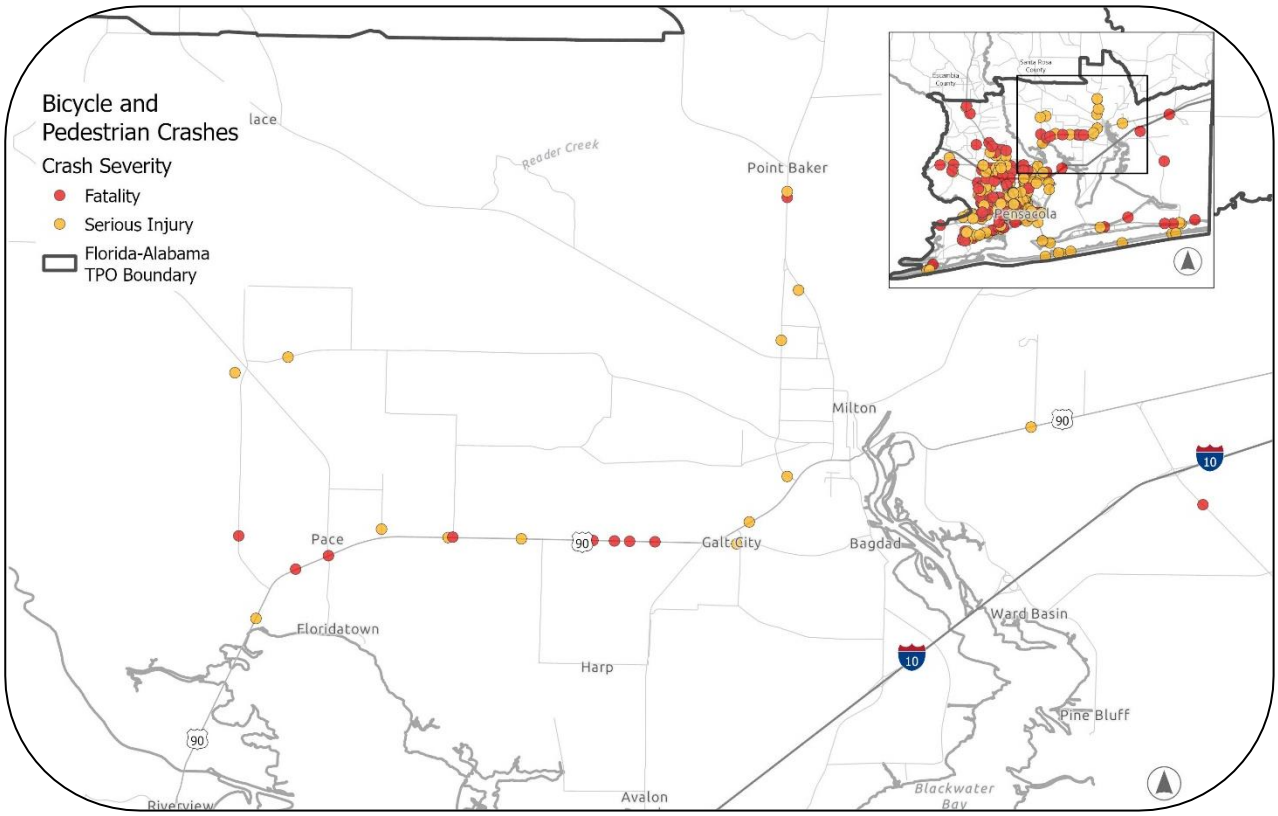
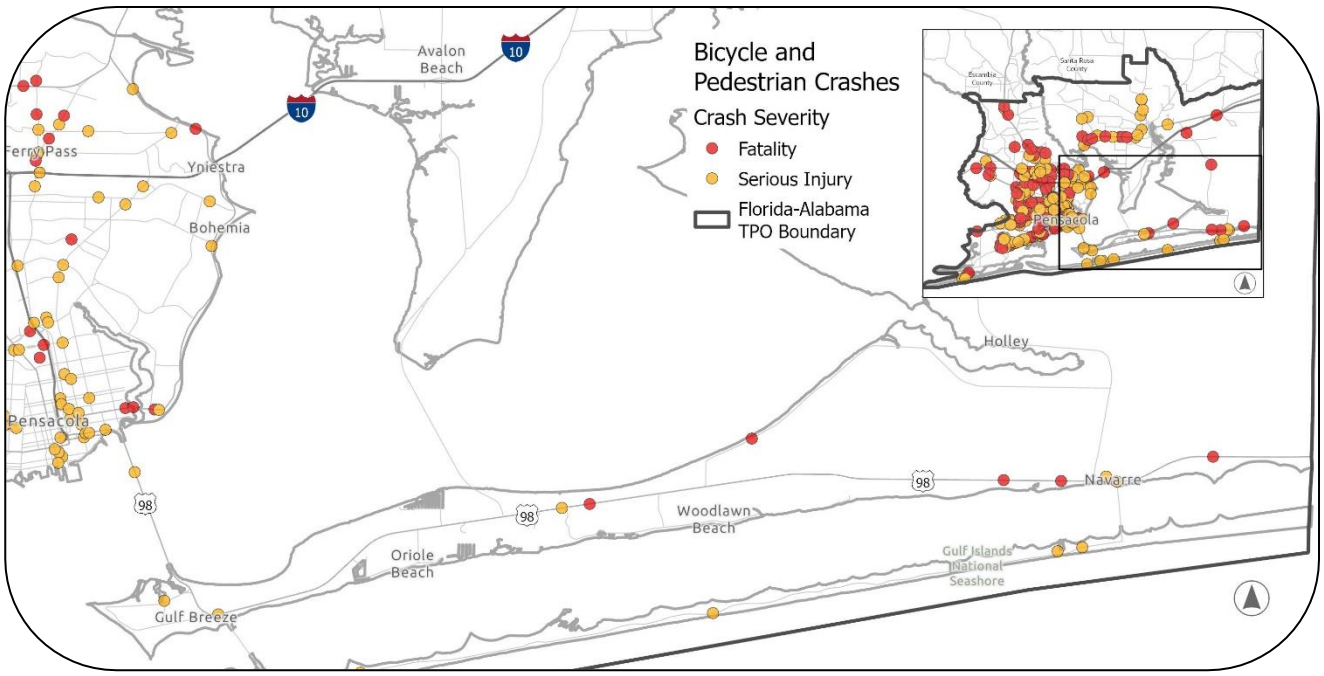
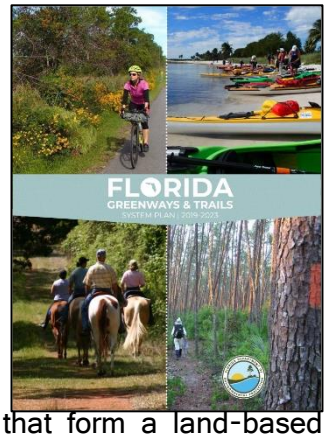


Figure 3-28 Crash Severity: South Santa Rosa County



3.2 Trail Planning

Florida Greenways and Trails System



The Florida Department of Environmental Protection (FDEP) maintains and executes a comprehensive, multipurpose, outdoor recreation plan for the state of Florida. An element of this plan is the Florida Greenways and Trails System (FGTS), which is an interconnected statewide trail system. This system synthesizes local and regional trail efforts into a prioritized, statewide network with the intent to help provide guidance towards trail implementation.

The FGTS categorizes trail corridors into Priority Trails, Opportunity Trails, and Statewide Regional Trails. These trail corridors within the FGTS represent existing, planned, and conceptual multi-use trails that form a land-based network. The trail categories are further described below.

- **Priority Trail Corridors:** Trail corridors that are the focused vision for trails in the state and rank higher for implementation than Opportunity Trails. To be recognized as a Priority Trail, a trail must meet a set of criteria including:
  - Supports and further establishes national, state, or regional trail projects.
  - Builds on past and programmed state and federal investments in trails.
  - Includes long-distance trails and provides connections between long-distance trails/loops to join multiple counties and population centers.
  - Demonstrates broad regional and community support .
- **Opportunity Trail Corridors:** Trail corridors cross, or have the potential to cross, jurisdictional boundaries. These trails rank lower for implementation than Priority Trails. To be recognized as a Priority Trail, a trail must meet a set of criteria including:
  - Documented evidence of local or regional government endorsement.
  - Leads or connects to a destination that provides natural scenic qualities and diverse experiences.
  - Provides access to conservation lands and historic, recreational, or cultural sites.
- **Statewide Regional Trails:** Additionally, the FGTS has identified and delineated a set of Regional Trails Corridors from within the Priority Corridors. These are multi-county projects that are either linear or loop trail systems that span long distances and can provide users with a diverse, multiple-day experience. The two Regional Trails Corridors within the TPO region are listed below. A map of the statewide Regional Trails Corridors is displayed in **Figure 3-30.**
  - **Great Northwest Coast Connector**
  - **US 90 Trail Corridor**

Figure 3-29 Displays the FDEP Priority Trails, Opportunity Trails, and Statewide Regional Trails within the TPO region. The trails are listed alphabetically and described in Table 3-1.

Table 3-1 FDEP Trails within the Region

Trail Corridor	County	Description	FDEP Classification			
			Statewide Regional Trail	Priority Trail	Opport-unity Trail	Existing Trail
Blackwater State Forest Trail	Santa Rosa	Loop trail through Blackwater State Forest.			✓	
Blackwater Heritage Trail	Santa Rosa	Existing trail connecting Blackwater State Forest to south of Milton.				✓
Scenic Highway Corridor	Escambia	Trail connecting Scenic Heights, Downtown Pensacola, and West Pensacola. Part of the Great NW Trail Corridor.	✓	✓		
Cantonment to Bellview Loop (North)	Escambia	Northern loop around US 90 Trail generally along Beulah Road, Muscogee Road, and Highway 29.			✓	
Cantonment to Bellview Loop (South)	Escambia	Southern loop around US 90 Trail generally along Mobile Highway and Pine Forest Road.			✓	
Escambia Bike Trail Corridor	Escambia	Corridor connecting the Escambia SW Green Corridor (GNWC) and the US 90 Corridor. Generally follows Blue Angel Parkway to Longleaf Drive and Pensacola Boulevard.			✓	
Garcon Trail to Bagdad Corridor	Santa Rosa	North-South corridor along Garcon Point connecting Road US 90 Trail in Miton to the GNWC.		✓		
Great Northwest Coast Connector	Santa Rosa	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.	✓	✓		
Milton to Longleaf Corridor	Santa Rosa	Connects US 90 corridor to the Longleaf corridor and Blackwater River State Park.		✓		
Milton to Scenic Bluffs Corridor (North)	Santa Rosa	Portion of the US 90 Corridor extending from the Escambia County line to Milton.	✓	✓		

Trail Corridor	County	Description	FDEP Classification			
			Statewide Regional Trail	Priority Trail	Opport-unity Trail	Existing Trail
Milton to Scenic Bluffs Corridor (South)	Escambia	Connects the US 90 Corridor to the Scenic Highway Corridor via US 90.		✓		
Munson Highway Trail	Santa Rosa	Connects existing Blackwater Trail along Munson Highway to other Blackwater corridors.		✓		
SW Greenway Corridor (GNWC)	Escambia	Western leg of the GNWC regional corridor connecting downtown Pensacola to Alabama. Generally follows Sorrento Road (CR 292) from the Scenic Highway terminus.	✓	✓		
US 90 Corridor (East)	Santa Rosa	Eastern leg of the US 90 corridor in Santa Rosa County extending from Milton to the Okaloosa County line.	✓	✓		
US 90 Corridor (Escambia)	Escambia	US 90 Corridor from Alabama line to Santa Rosa county line following US 90 and Nine Mile Road.	✓	✓		



FGTS Regional Trail. Photo Source: Project Team.

Figure 3-29 FDEP FGTS Network

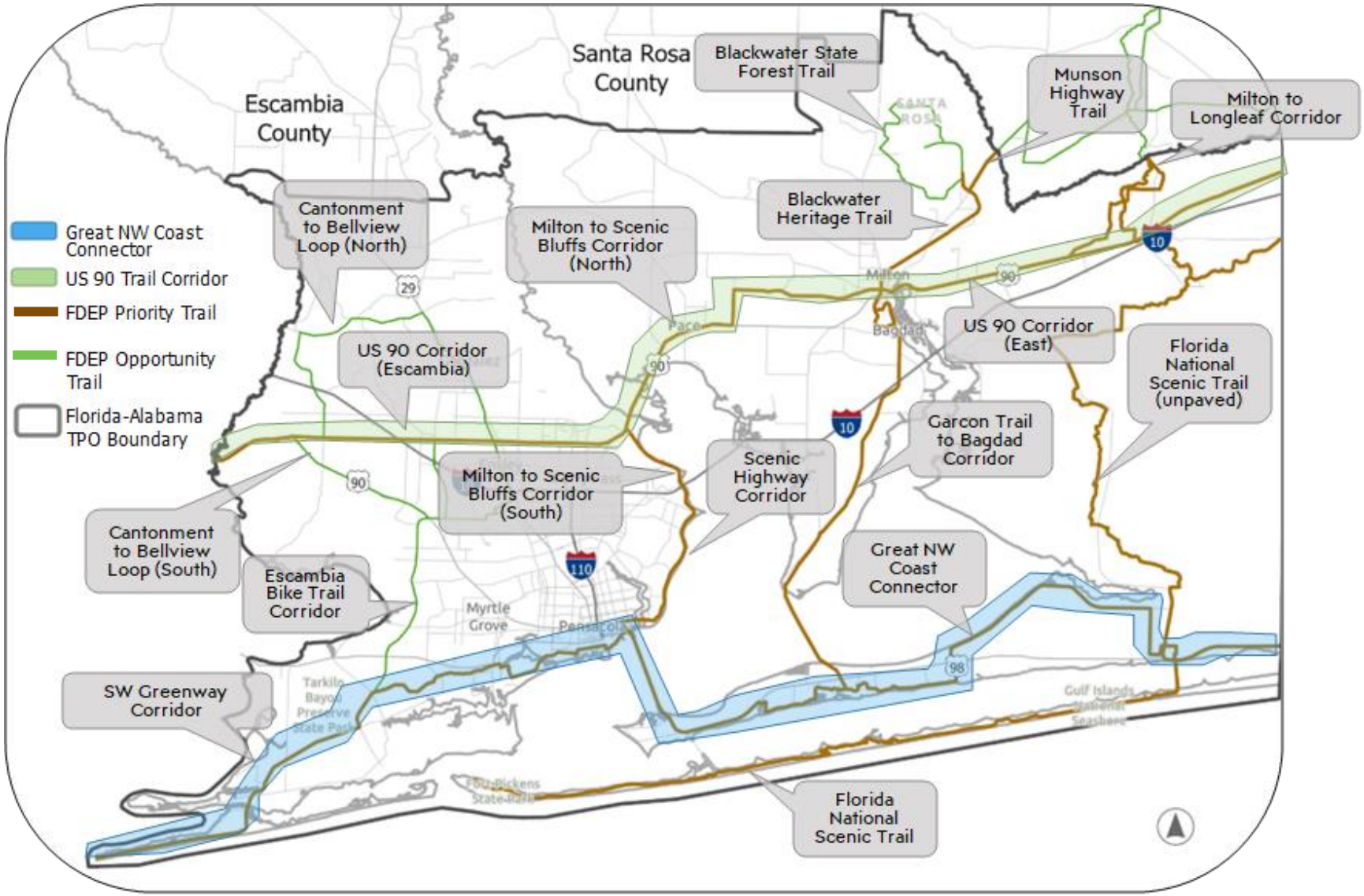


Figure 3-30 Statewide Regional Trails Map



Source: FDEP FGTS Plan and Maps, 2023, Statewide Regional Trails

3.3 Completed Studies Spatial Analysis

The purpose of the completed studies' spatial analysis is to provide a visualization of recent planning efforts within the region coupled with the results of the data collection. This spatial analysis was a multi-step process that included mapping the previous and on-going studies from the previous planning review and layering them with the gathered data sets including existing and proposed trails, crashes, and demographic index areas.

Previous and On-Going Studies

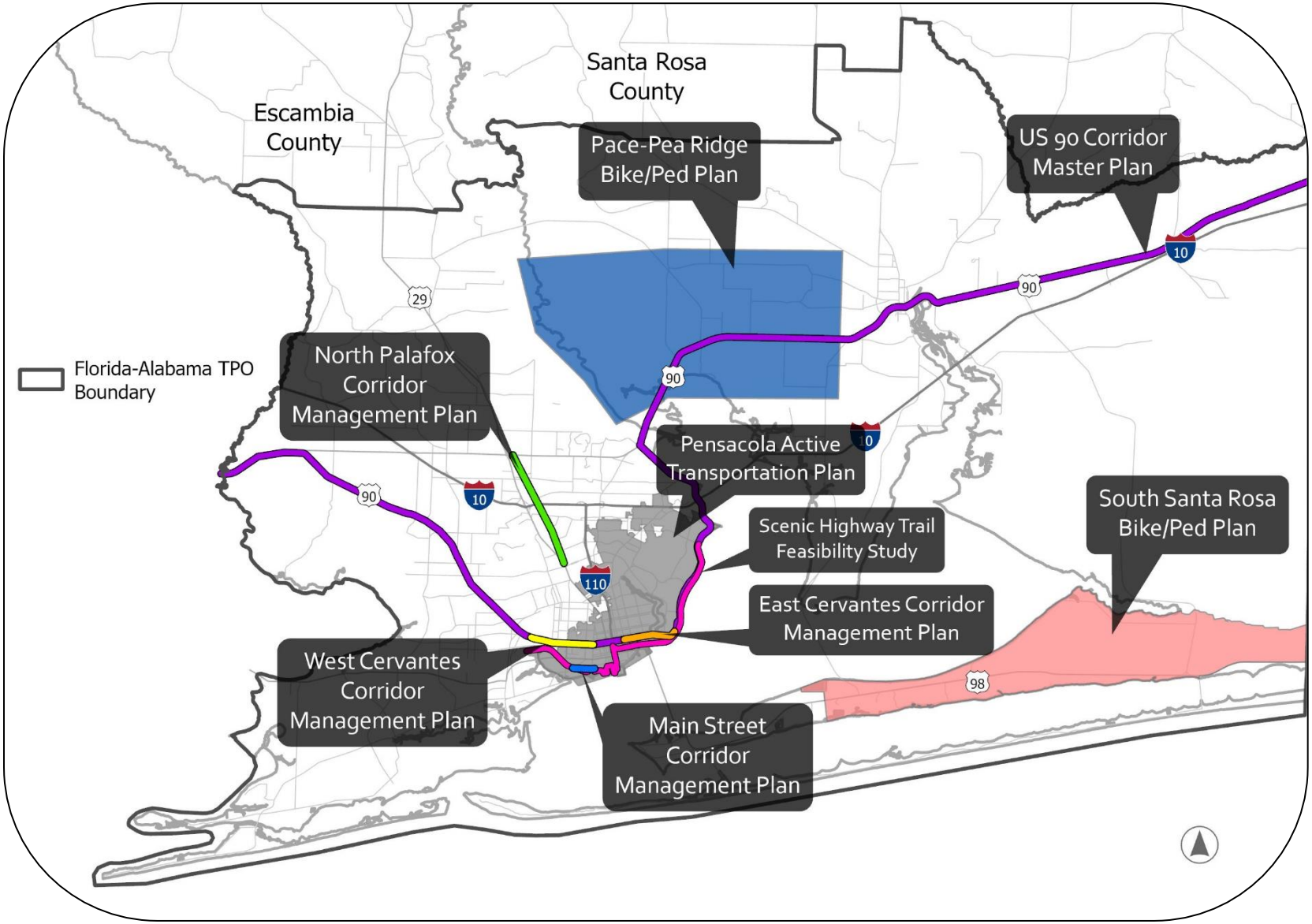
Figure 3-31 displays the previous sub-area study locations within the TPO boundaries over the previous 10 years. The studies are listed below:

- Bicycle and Pedestrian Plans:
  - *Pace-Pea Ridge Bicycle and Pedestrian Plan (2016)*
  - *South Santa Rosa Bicycle and Pedestrian Master Plan (2015)*
  - *City of Pensacola Active Transportation Plan (2023)*
- Corridor Management/Master Plans:
  - *North Palafox Corridor Management Plan (2015)*
  - *West Cervantes Corridor Management Plan (2016)*
  - *East Cervantes Corriodor Management Plan (2017)*
  - *Main Street Corridor Management Plan (2014)*
- *Trail Planning Studies*
  - *US 90 Multi-Use Trail Master Plan*
  - *Bluffline Pensacola (2023, ongoing)*

This section includes a map series of the previous and ongoing studies coupled with the following data points:

- Figure 3-31 Previous Studies
- Figure 3-32 Previous Studies + Existing Paved Trails (FDEP 2023 Layer)
- Figure 3-33 Previous Studies + Priority and Opportunity Trails (FDEP 2019 layer)
- Figure 3-34 Previous Studies + Population Density
- Figure 3-35 Previous Studies + Zero Car Households
- Figure 3-36 Previous Studies + Employed Population
- Figure 3-37 Previous Studies + Student Population
- Figure 3-38 Previous Studies + Socioeconomics
- Figure 3-39 Previous Studies + Bicycle and Pedestrian Crashes

Figure 3-31 Previous Study Locations

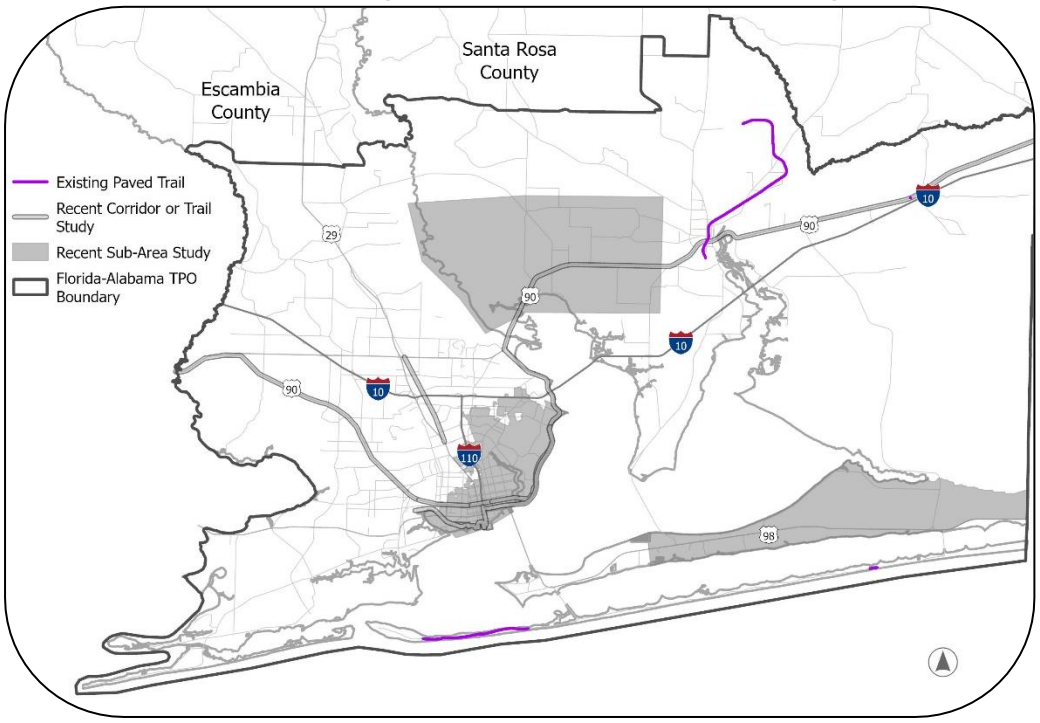


Previous Studies + Existing and Proposed Trails

Utilizing FDEP's Existing Trail shapefile (2023) and their Priority and Opportunity trail shapefiles (2019) for the FGTS network, the following maps were developed to show the trail planning status and context within the region.

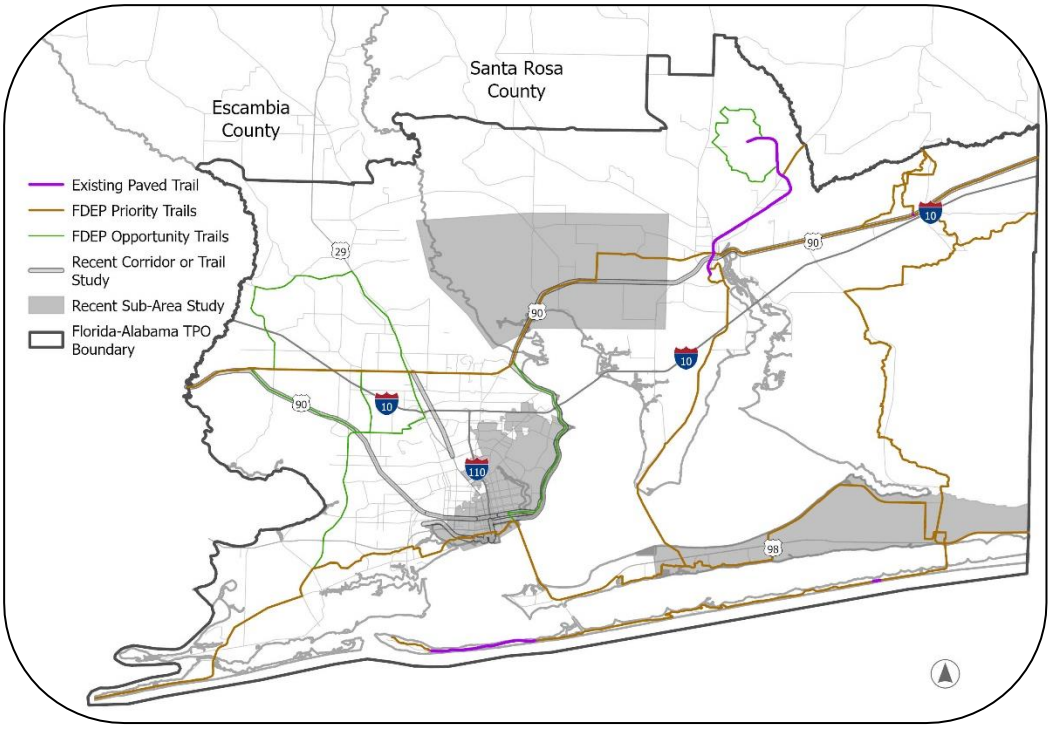
Figure 3-32 displays the existing paved trails within the region (purple). along with the previous studies (grey). The existing paved trails include the Blackwater Heritage State Trail in Santa Rosa County and the Fort Pickens Beach Florida National Scenic Trail (FNST) in Escambia County.

Figure 3-32 Previous Studies + Existing Paved Trails



Building upon **Figure 3-32**, **Figure 3-33** displays the FDEP Priority (brown) and Opportunity Network Trails. Some of the Priority Trails within the study area are the Escambia Bike Trail Corridor, the Great Northwest Coastal Trail Corridor, and segments of the FNST corridors.

Figure 3-33 Previous Studies + Priority and Opportunity Trails



Previous Studies + Population Density and Zero Car Households

Figure 3-34 displays the previous studies in grey with the population density map. **Figure 3-35** displays the previous studies with zero-car households. Many of the areas with a higher population also have higher rates of zero-car households.

Figure 3-34 Previous Studies + Population Density

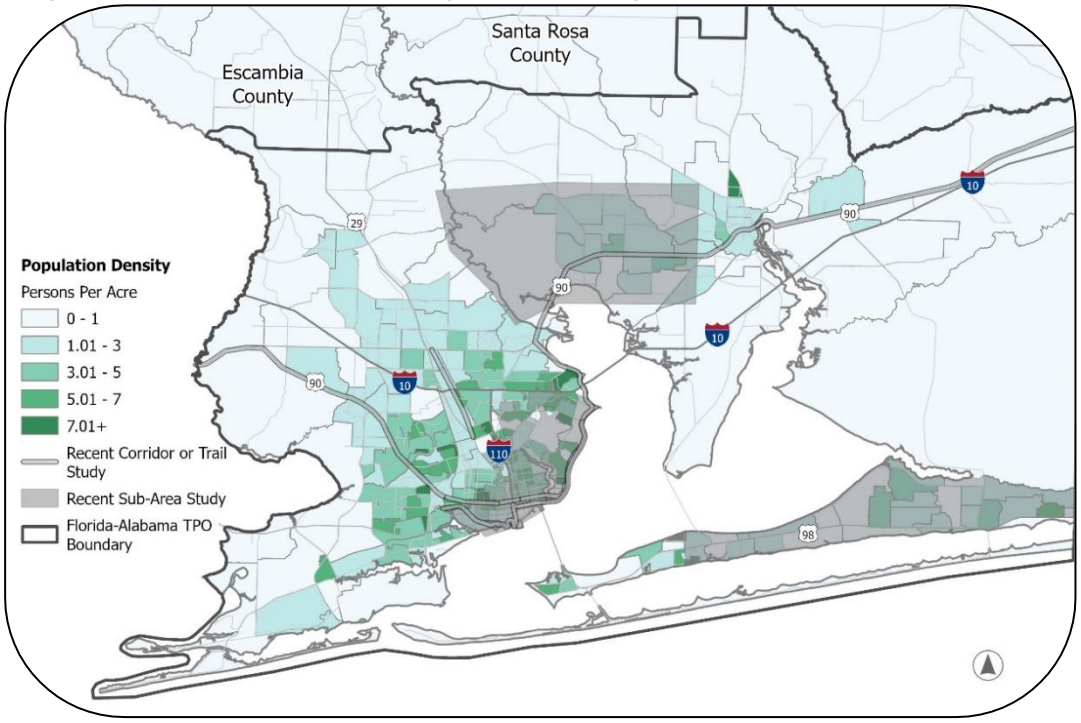
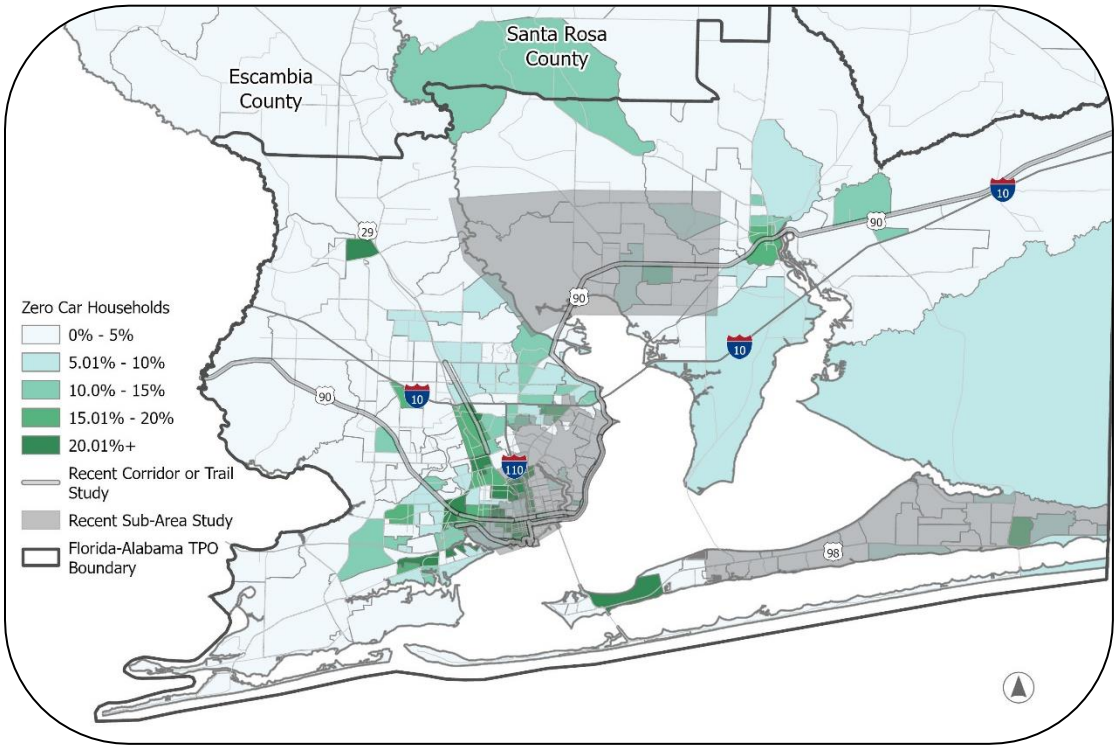


Figure 3-35 Previous Studies + Zero Car Households



Previous Studies + Employed and Student Populations

Figure 3-36 displays the previous studies with the employment density and **Figure 3-37** displays the recently completed studies with the percent student population.

Figure 3-36 Previous Studies + Employment Density

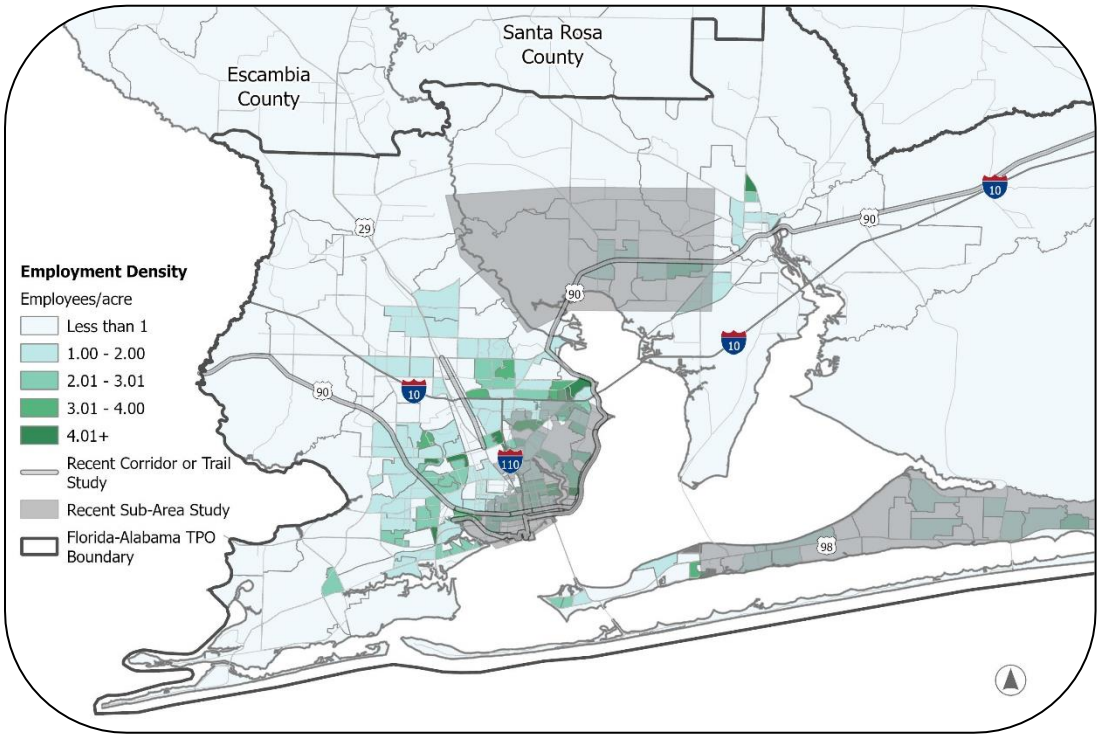
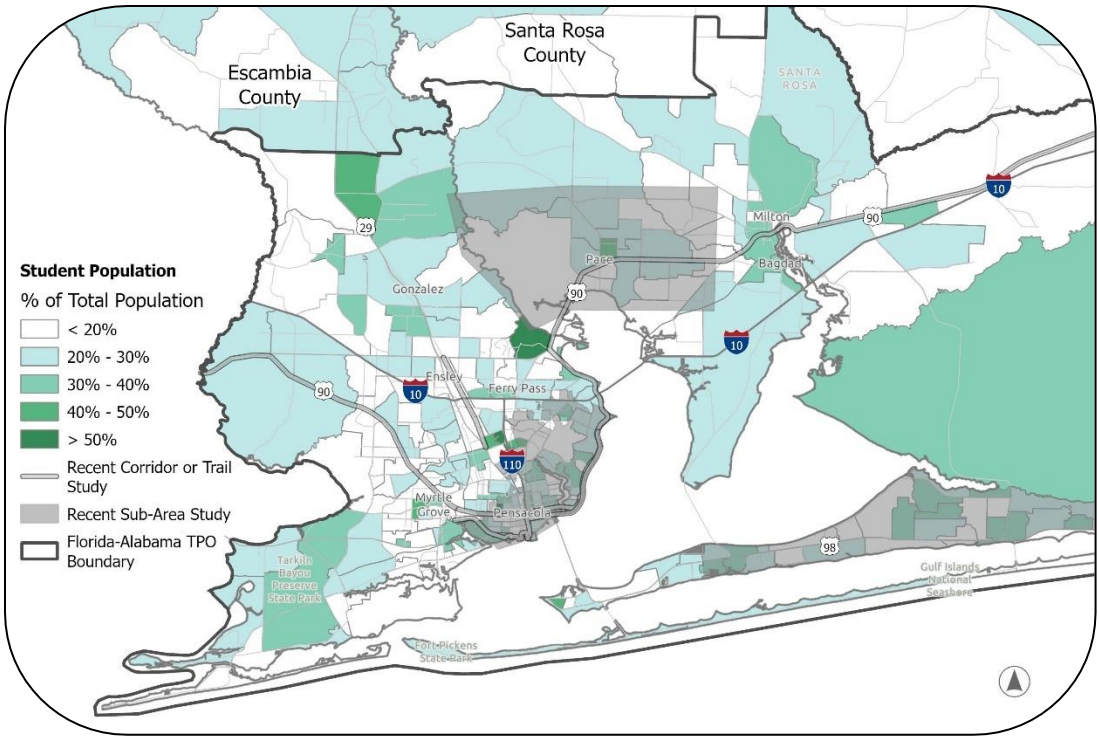


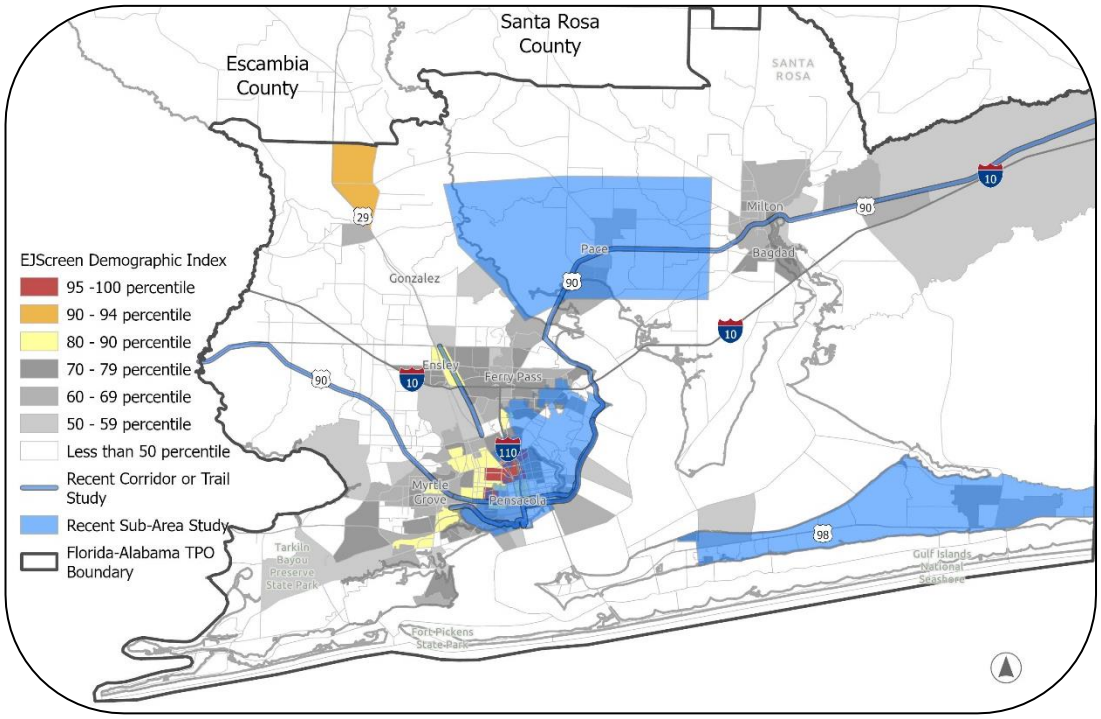
Figure 3-37 Previous Studies + Student Population



Previous Studies + Socioeconomics

Figure 3-38 displays the previous studies in blue with the Demographic Index.

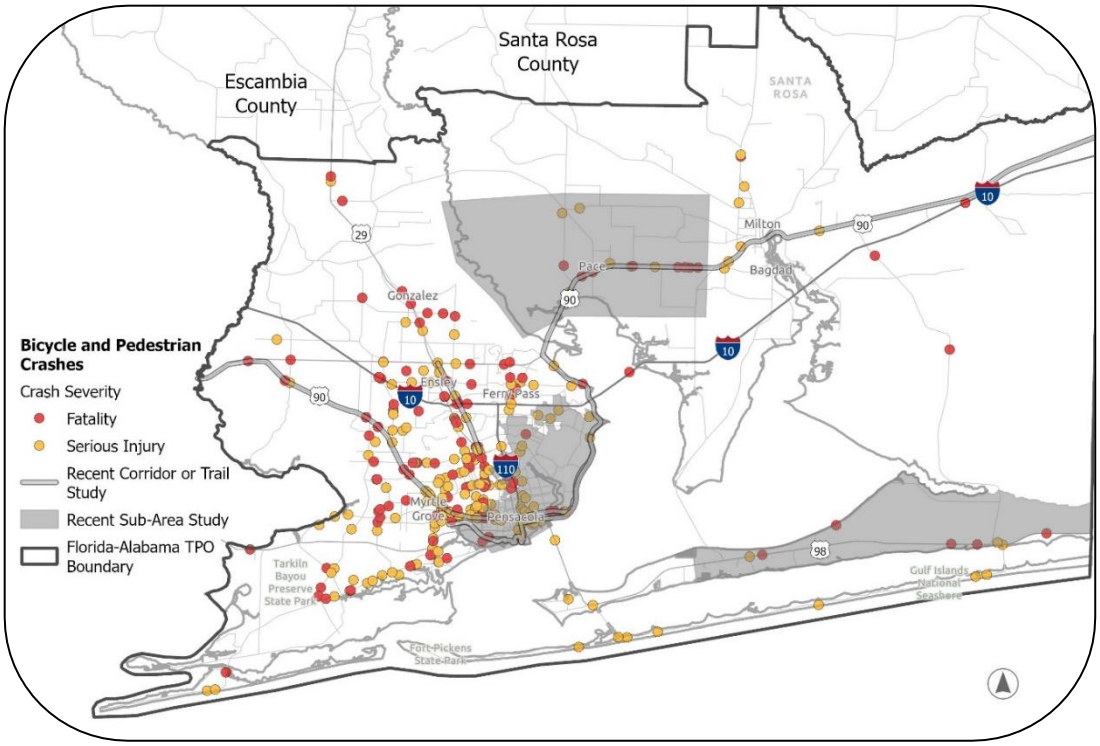
Figure 3-38 Previous Studies + Socioeconomics



Previous Studies + Crashes

Figure 3-39 displays the bicycle and pedestrian crashes that resulted in a fatality with the previous studies overlayed in grey.

Figure 3-39 Previous Studies + Crashes



Section 4.0 Engagement



4.0 Engagement

Public engagement is a critical component of the planning process for any project, including transportation projects such as pedestrian and bicycle planning.

Public engagement allows community members to have a voice in the planning process and helps to ensure that their perspectives and needs are taken into account. Through our engagement efforts, the study team gathered feedback from community members about their experiences with biking and identified issues that need to be addressed in the planning process.

4.1 Regional Pedestrian Bicycle Committee

Throughout the master plan update, several presentations were made to the Regional Pedestrian Bicycle Committee to brief them on various aspects of the update. Presentations were made at the following meetings:

- June 30, 2022
- September 15, 2022
- October 17, 2023

4.2 Stakeholder Advisory Committee

A Stakeholder Advisory Group (SAG) comprised of representatives from local governments, the Florida Department of Transportation, the Department of Environmental Protection, the Florida-Alabama TPO, and members of the Regional Bicycle and Pedestrian Advisory Committee. Meetings were held throughout the study with the SAG to review materials and provide feedback and direction to the study team.

Information on the public workshops was available on the Emerald Coast Regional Council website & social media pages. The May 16, 2023, post received 27 likes and 14 shares. Shares include Casey Powell Milton City Council Ward 4, City of Milton Florida, Marilynn Farrow for Milton City Council, Santa Rosa County Board of County Commissioners, Pace Area Chamber of Commerce, Santa Rosa County Chamber of Commerce & Tourist Information Center, and residents throughout the region.

4.3 Public Outreach

Workshop #1

The first workshop for the update of the Pedestrian, Bicycle, and Trail Master Plan was held on Tuesday, May 23, 2023, in the Pensacola City Hall. Participants attended this workshop and provided input on the update. The structure of the Master Plan was discussed as well as the previous master plan. The City of Pensacola discussed the ongoing Active Transportation Study and requested that ped-safe intersection designs be included in the Master Plan. The group also heard from the group promoting the Bluff Line project that hopes to develop a trail with rails project from the Gull Point area to the western side of downtown Pensacola.



Project Workshop # 1 Source: Study Team

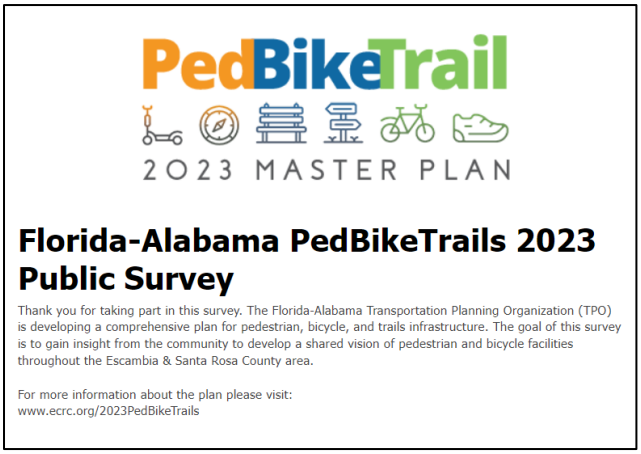
There was also a discussion of the individual projects contained in the 2018 Master Plan and how those projects were identified and evaluated.

Workshop #2

The second workshop was held in Milton City Hall on Thursday, May 25, 2023. Once again, the structure of the Master Plan was discussed, and the initial sub-area study recommendations. The participants recommended a sub-area study for Bagdad. There was also discussion regarding the City of Milton's designation as a Trail Town and its proximity to several Office of Greenways and Trails priority trails.

Outreach Survey

As part of the outreach efforts for the update to the 2023 Pedestrian, Bicycle, and Trail Master Plan, an online survey was deployed. The goal of this survey is to gain insight from the community to develop a shared vision of pedestrian and bicycle facilities throughout the Escambia & Santa Rosa County study area. The survey was available from April 28, 2023, through August 31, 2023. 462 surveys were completed during this period.



Public outreach is an important part of an inclusive planning process, and a public survey is a critical component of the outreach process. Public surveys provide residents the opportunity to have their voices heard and to be included

in the decision-making process. The public survey was web-based and administered by the Florida-Alabama TPO staff at www.ecrc.org/2023PedBikeTrails.

The survey was promoted through the TPO's social media outlets, website, weekly newsletter, Email blasts, and press releases. In addition, the TPO enlisted the support of its partners to promote the survey. This included the following:



- Navarre Chamber Weekly Newsletter.
- WEAR Channel 3's website.
- Navarre Press's website.
- Santa Rosa County - social media and press releases.
- CivicCon - Email blasts.
- First Place Partners - Email blasts.
- City of Pensacola - Email blasts and press releases.

The survey was promoted on the TPO's Facebook on August 14, 2023. This post received a total of 13 shares. This includes Main Street Milton, Belmont-Devilliers Neighborhood Association, Ciclovia Pensacola & residents throughout the region. The post was boosted and received 10,603 post impressions, a post reach of 5,699, and an engagement of 351.

As noted above, 462 surveys were completed in support of the update of the master plan. Below is a summary of a few of the questions included in the survey. **Appendix B** contains all of the survey questions and responses.

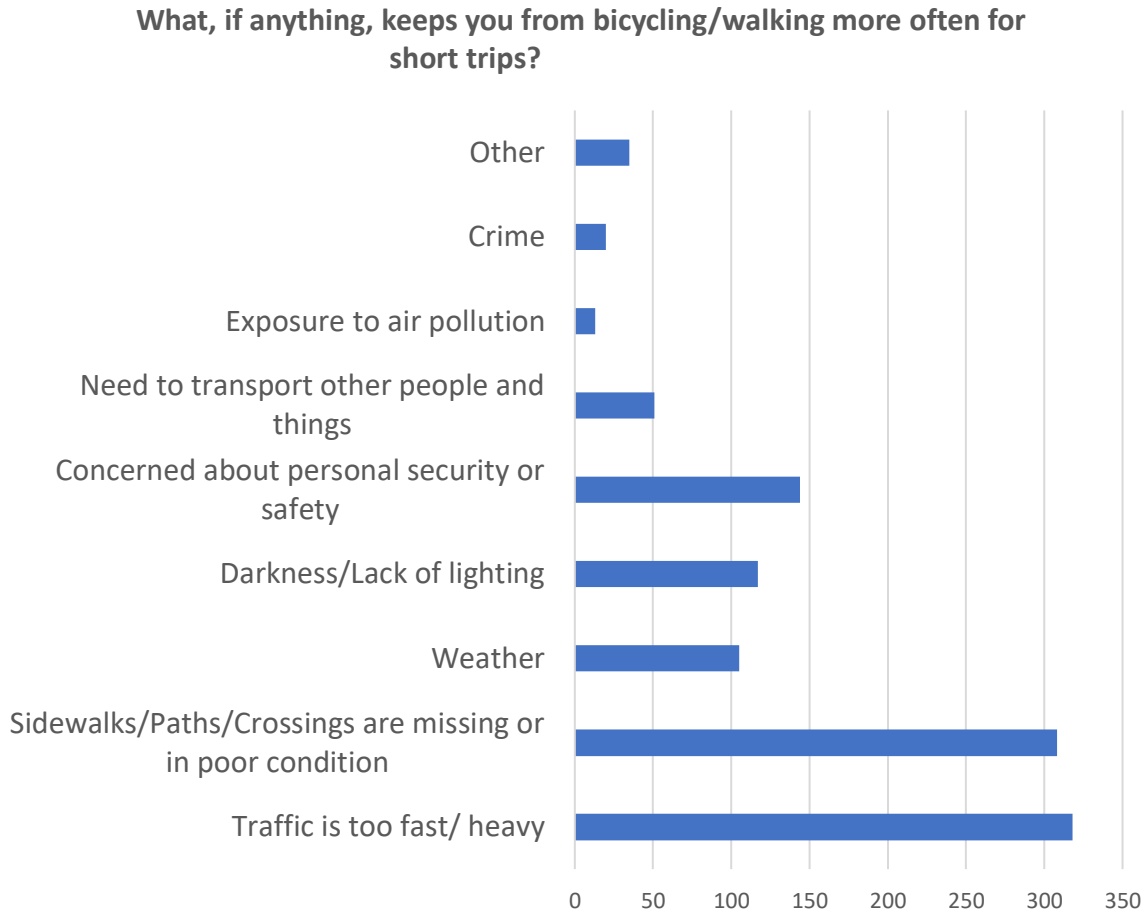




Question: Barriers to Bicycling and Walking

Participants were asked to provide feedback on what, if anything, prevents them from biking or walking to make short trips. Respondents stated that walking or biking where traffic is too heavy or traveling at a high rate of speed was the number one factor preventing them from making short trips by riding a bicycle or walking. This was followed closely by facilities that were in poor condition, that had gaps or locations where no sidewalks or bicycle facilities were located.

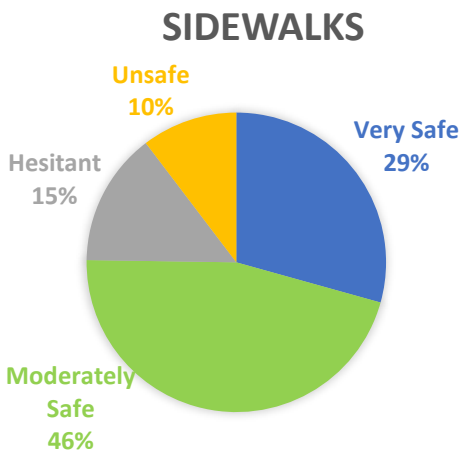
Figure 4-1 Barriers to Walking and Bicycling

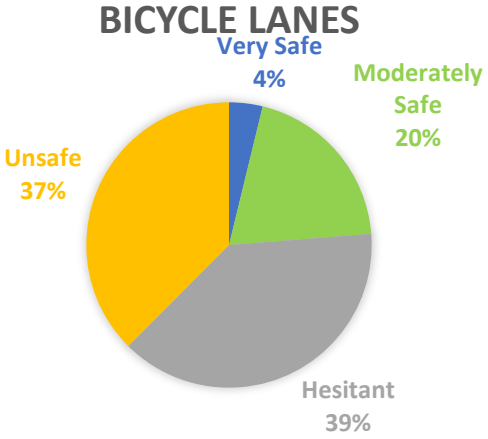


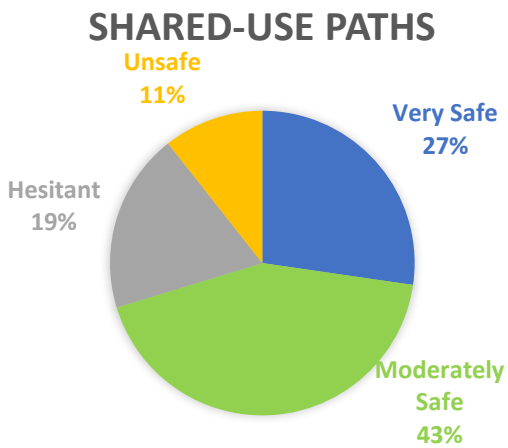
Question: Safety

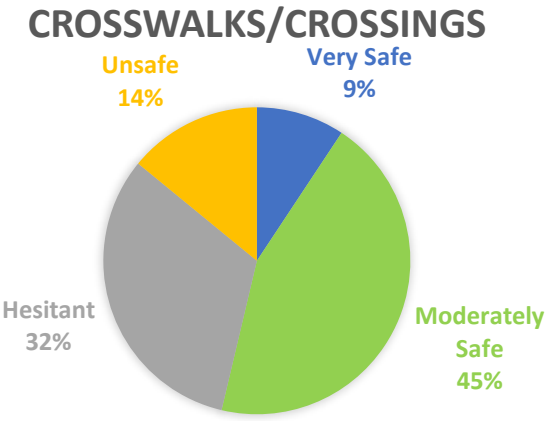
Participants were asked how safe they would feel walking or riding a bicycle on various types of facilities. As shown in the charts below, most respondents felt very safe to moderately safe using sidewalks and shared-use paths. The majority of respondents do not feel safe using bicycle lanes. The respondents were split on how safe they felt using crosswalks between safe and unsafe.

Figure 4-2 Safety





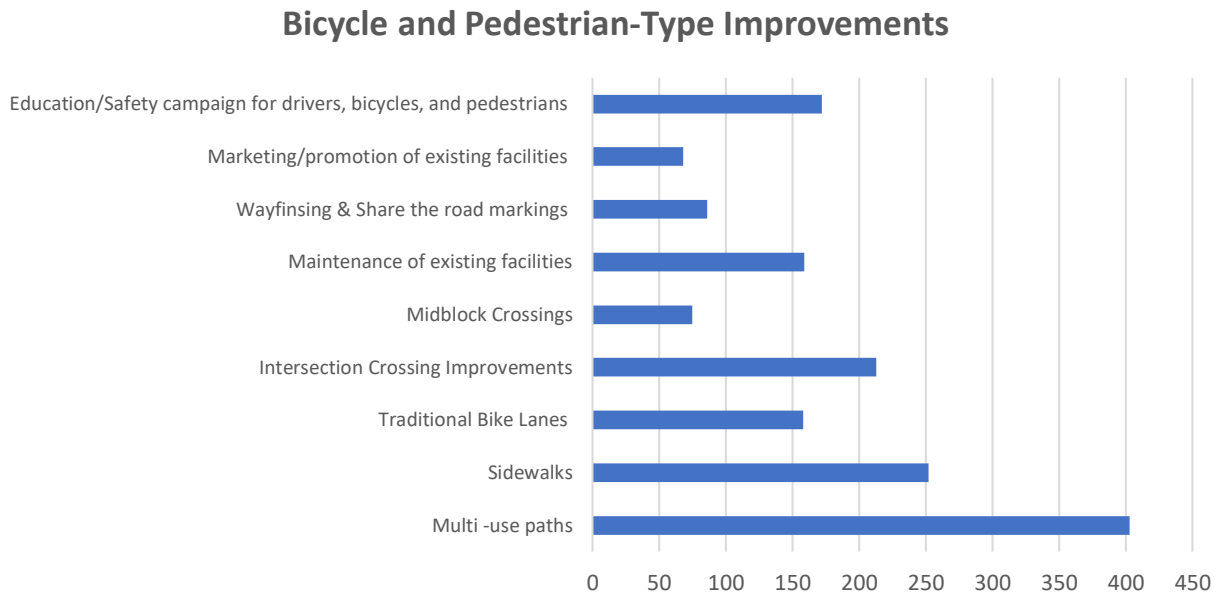




Question: Prioritized Improvement

Respondents were asked to which bicycle and pedestrian-type improvements they would like to see prioritized over the next ten years. The majority of respondents indicated they would like to see multi-use paths as a high priority over the coming decade. Sidewalks and improved intersection crossings were also ranked high.

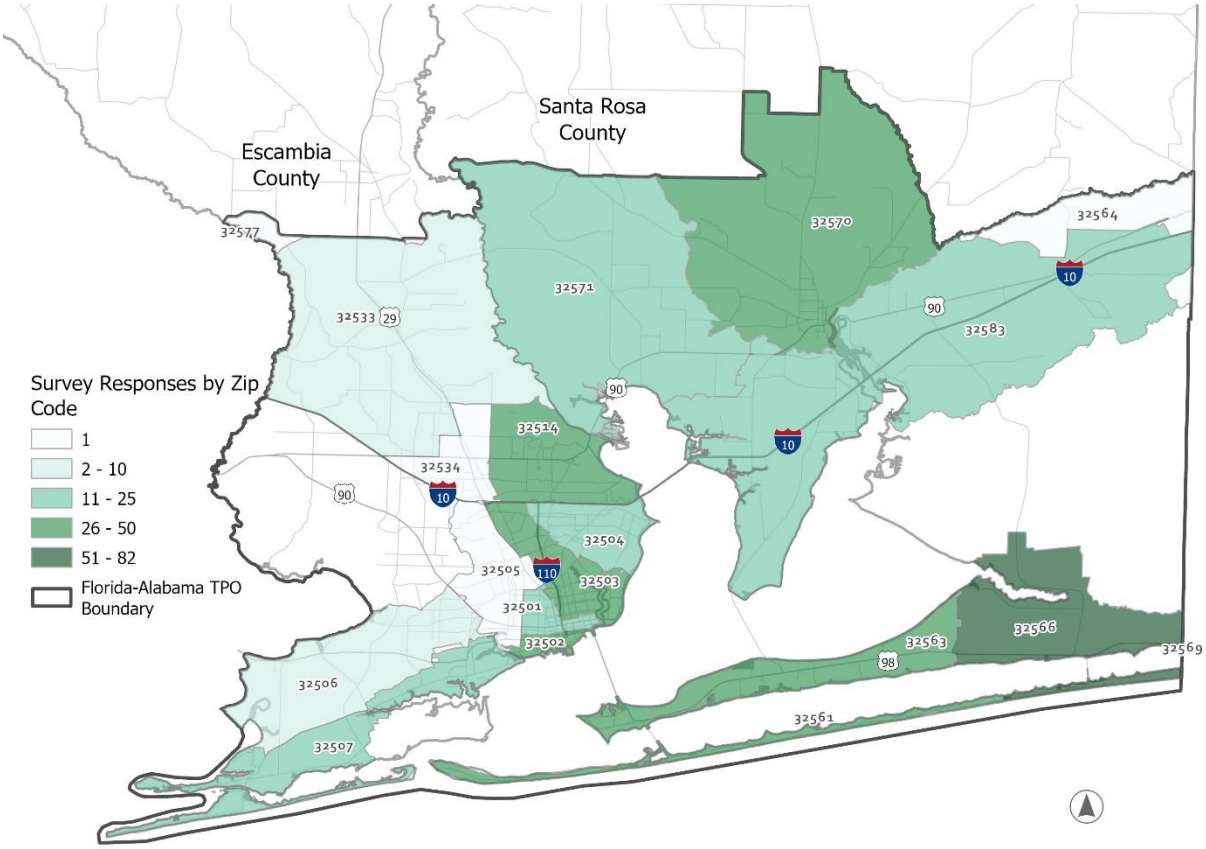
Figure 4-3 Prioritized Improvements



Question: Responses by Zip Code

Respondents to the survey were requested to provide the zip code in which they reside to better track the frequency of responses. The five highest responses were contained within zip codes 32566 (82 responses), 32503 (48 responses), 32563 (41 responses), 32502 (27 responses), and 32561 (27 responses).

Figure 4-4 Responses by Zip Code



Section 5.0
Recommendations



5.0 Recommendations

5.1 Future Studies

A primary focus of this master plan was to develop a list of future bicycle and pedestrian-related studies. The purpose of this list is to guide future bicycle and pedestrian planning efforts within the region. The implementation of these future studies is not limited to the TPO for funding and implementation; they can serve as a guide for recommended future studies for any agency to conduct as funding becomes available.

The list of studies was focused on areas that met any of the following criteria:

Recently Studied: An area that has not been recently studied (has not had a study conducted within the last 10 years).

Bike/Ped Crashes: An area that has a higher frequency of bicycle and pedestrian-related crashes.

Demographics: An area with a demographic concentration of population density, employment density, student population, and/or zero-car households.

Socioeconomics: An area that has a socioeconomic concentration of potentially vulnerable populations.

Fills Gaps: An area that fills a regional trail planning gap.

The list of studies is organized into three categories: Sub-Area Studies, Trail Studies, and Other Studies. The limits of the studies shown in this section are intended to portray general areas. More precise limits of these studies should be refined as they are funded and scoped.

Methodology

This list was developed as a result of the literature review, coordination with the Steering Committee, public input, and the previous studies' spatial analysis. Recommended sub-area and trail study areas were mapped. Then, the locations of the previous studies were used in combination with the results of the spatial analysis to develop future study areas.



5.2 Sub-Area Studies

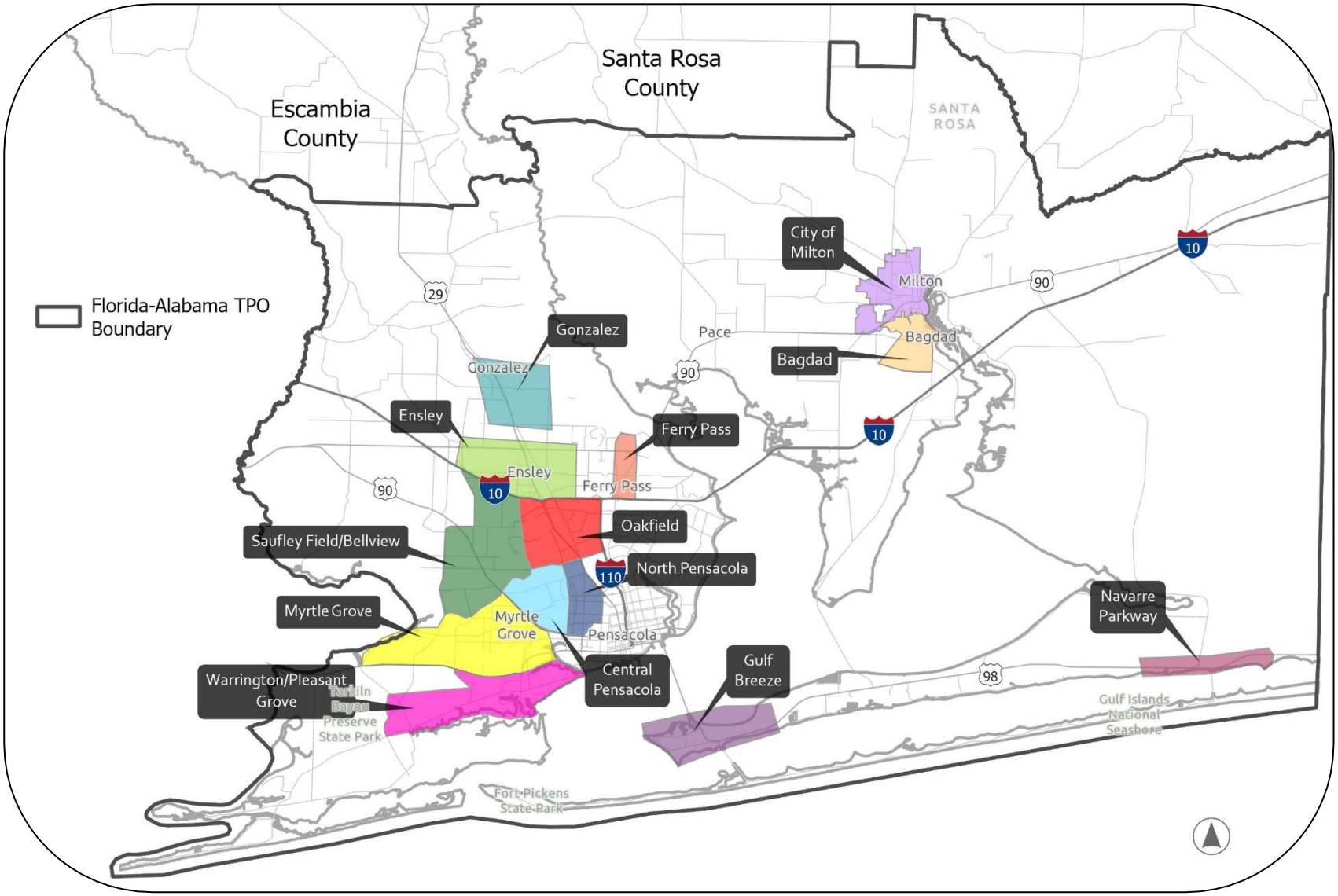
Utilizing a combination of census data, bicycle and pedestrian crash data, and previous study locations, thirteen future sub-area study locations were developed. The studies are listed alphabetically and described below and displayed in **Figure 5-1**.

- **Bagdad**: The limits include the area south of Old Bagdad Highway, south to Da Lisa Road, east to the Blackwater River, and west to the Galt City Road. This area has been identified as one that would benefit from improved connections to facilities for bicyclists and pedestrians as well as improve safety.
- **Central Pensacola**: The limits include US 98, the Bellview Census Designated Plan (CDP), and North Pensacola CDP limits. There is a high concentration of severe bicycle and pedestrian crashes in this area.
- **City of Milton**: Bicycle and Pedestrian Master Plan for the City of Milton. Providing a Bicycle and Pedestrian Plan can set the groundwork for improving connections to facilities for bicyclists and pedestrians as well as improve safety.
- **Ensley**: The limits are the Ensley CDP limits and this area had a high concentration of severe bicycle and pedestrian crashes.
- **Ferry Pass**: The limits are approximately Creighton Road to E Nine Mile Road. This area had a high concentration of severe bicycle and pedestrian crashes.
- **Gonzalez**: The limits are the Central Gonzalez CDP limits. This area had a high concentration of severe bicycle and pedestrian crashes.
- **Gulf Breeze**: The limits of this study align with the Gulf Breeze Census Designated Place (CDP) limits.
- **Navarre Parkway**: This location is within the limits of the South Santa Rosa Bike/Ped Plan, but has a concentration of bicycle and pedestrian crashes within the limits shown.
- **North Pensacola**: The limits are approximately Cervantes Street to Beverly Street and Palafox to Market Street. This area had a high concentration of severe bicycle and pedestrian crashes.
- **Myrtle Grove:** Limits are north of the Warrington CDP to US 90. This area had a high concentration of severe bicycle and pedestrian crashes.
- **Oakfield**: The limits are from I-110 to the Bellview CDP limits. This area had a high concentration of severe bicycle and pedestrian crashes.
- **Saufley Field/Bellview**: The limits include the majority of the Bellview CDP and continues north to capture high bicycle and pedestrian crash areas.
- **Warrington/Pleasant Grove**: The limits encompass the Warrington CDP extended to Blue Angel Parkway to capture high bicycle and Pedestrian crash areas.

5.3 Other Studies

In addition to the projects listed above, a **Utility Easement Study** is recommended which would involve approaching FPL to discuss the possibility of utilizing select powerline easements for multi-use trails as well as a **Safety and Awareness Campaign** for the region.

Figure 5-1 Future Sub-Area Study Locations



5.4 Trail Studies

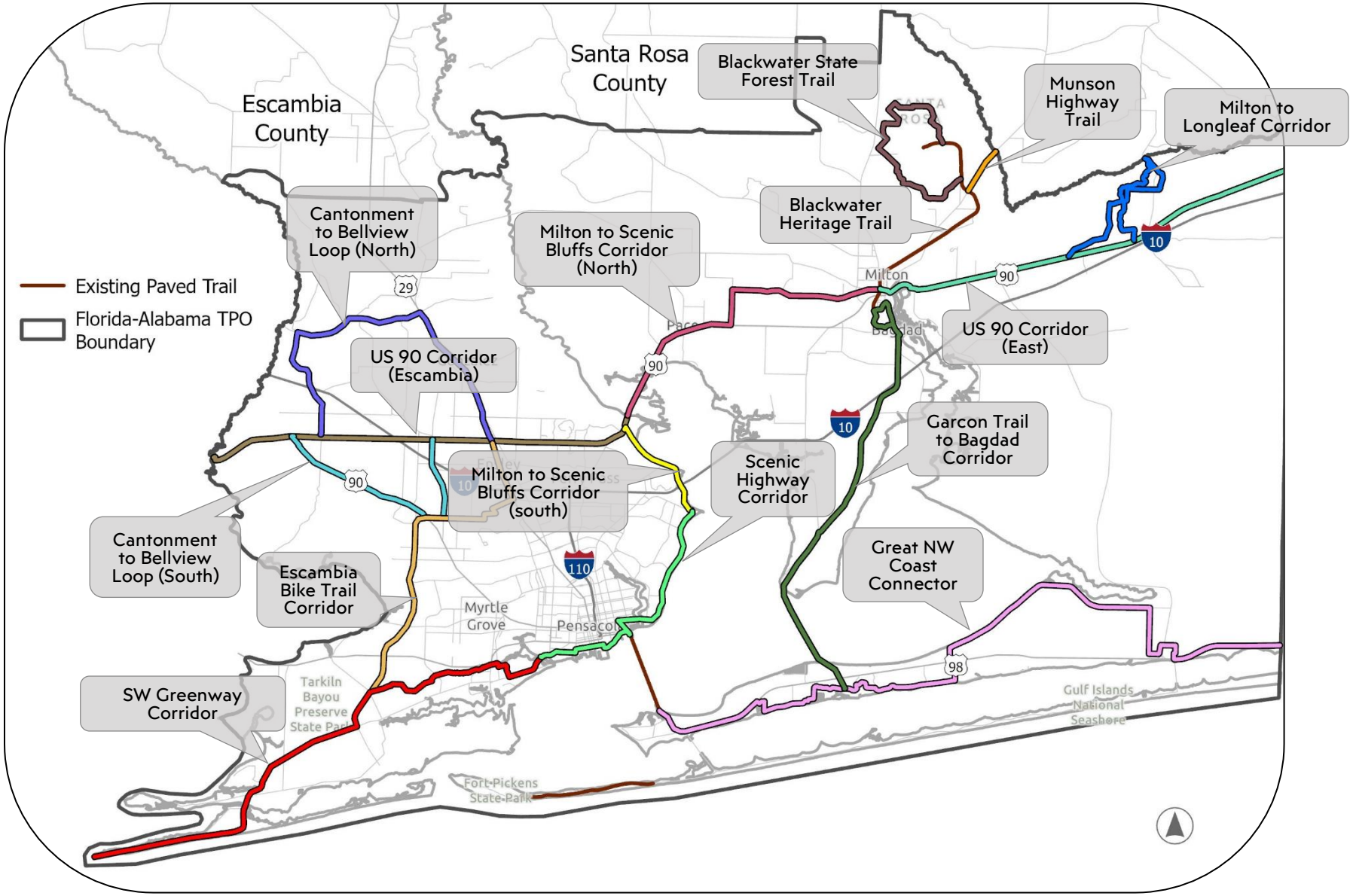
Nine recommended trail studies were identified as a result of the study process. All trails included in this list are identified on the Florida Greenways and Trails System Priority Network as of summer 2023. The trails are listed and described in **Table 5-1** and displayed in **Figure 5-2**.

Table 5-1 Trail Corridors List

Trail Name	County	Description
Blackwater State Forest Trail	Santa Rosa	Loop trail through Blackwater State Forest.
Scenic Highway Corridor	Escambia	Trail connecting Scenic Heights, Downtown Pensacola, and West Pensacola. Part of the Great NW Trail Corridor.
Cantonment to Bellview Loop (North)	Escambia	Northern loop around US 90 Trail generally along Beulah Road, Muscogee Road, and Highway 29.
Cantonment to Bellview Loop (South)	Escambia	Southern loop around US 90 Trail generally along Mobile Highway and Pine Forest Road.
Escambia Bike Trail Corridor	Escambia	Connects the Escambia SW Greenway Corridor (GNWC) and the US 90 Corridor. Generally follows Blue Angel Parkway to Longleaf Drive and Pensacola Boulevard.
Garcon Trail to Bagdad Corridor	Escambia	Connects the existing Blackwater Heritage Trail with the planned Great NW Coastal Trail Corridor. Includes the Milton Multimodal Connector which is currently underway.
Great NW Trail Corridor	Santa Rosa	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.
Milton to Longleaf Corridor	Santa Rosa	Connects the US 90 Trail Corridor to the Longleaf Trail Corridor and northern Santa Rosa county. May also provide access to the Florida National Scenic Trail (FNST).
Milton to Scenic Bluffs Corridor (North)	Santa Rosa	Portion of the US 90 Corridor extending from the Escambia County line to Milton.
Milton to Scenic Bluffs Corridor (South)	Escambia	Connects the US 90 Corridor to the Scenic Highway Corridor via US 90.
Munson Highway Corridor	Santa Rosa	Connects the existing Blackwater Heritage and Military Heritage Trails with the the Highway 191/Munson Highway and Blackwater Multi-Use Trail Corridors
SW Greenway Corridor	Escambia	Statewide Regional Trail. Segment connects Escambia and Santa Rosa counties with Alabama. Part of the Great NW Coastal Trail Corridor. Also connects to the Scenic Highway Corridor connecting Pensacola's neighborhoods.

Trail Name	County	Description
US 90 Corridor (East)	Santa Rosa	Eastern portion of the US 90 Corridor within the region extending from Milton to Okaloosa County.
US 90 Corridor (Escambia)	Escambia	US 90 Corridor from Alabama line to Santa Rosa county line following US 90 and Nine Mile Road.

Figure 5-2 Future Trail Studies



5.5 Future Studies Analysis

For comparison purposes, the sub-area and trail studies were scored using an evaluation matrix which compiled the various data points from the spatial planning analysis. The 'other studies' were not included in this evaluation due to their differing scales and scopes.

The results of this evaluation were used to guide the prioritization and implementation of the studies in addition to highlighting the studies that are most aligned with the goals, objectives, and vision of this master plan. This analysis also provides insight into the areas that may be ideally suited for future bicycle and pedestrian projects.

The scoring criteria included nine categories with two to three criteria each. Each criterion was assigned a score between 1 and 3. Two of the categories (Existing Trail Connection and Statewide Regional Trail) were utilized only on the trail studies. The scoring criteria are displayed in **Table 5-2**.

Each sub-area study and trail study were then spatially evaluated using the scoring criteria as a guide. A score for each category was tabulated based on the scoring matrix and then calculated for the project as a whole to yield the project's total score.

The final total scores for each project are displayed in **Table X**. The scores by category are displayed in **Tables 5-8 and 5-9**. The study prioritization is included in **Section 8.1**. The higher-scoring projects should generally be the higher-priority projects for future study.

The criteria and assigned score are not intended to be a precise metric but represent a general measure for comparing the studies. For example, the census and EJScreen data are displayed by census block group (CBG) in which a study area may cover only portions of a CBG. Therefore, the score was assigned based on the majority of the CBG data within the spatially defined project area.

The scoring criteria are detailed in **Table 5.2**. The scoring results are provided in **Tables 5.3 through 5.6**. **Figures 5.3 through 5.16** display the spatial evaluation maps for the subarea studies.



Table 5-2 Scoring Criteria

Category	Criteria	Score	Description	Data Source
Bike/Ped Crash**	30+ crashes	3	Number of bicycle or pedestrian crashes resulting in a fatality or serious injury.	Signal 4 Analytics (S4) crashes from 2018-2022 https://signal4analytics.com/
	11 to 30 crashes	2		
	0 - 10 crashes	1		
EJ Screen	High	3	The majority of the CBGs are more than 80th percentile	US EPA's EJScreen Tool Demographic Index https://www.epa.gov/ejscreen
	Medium	2	Majority of the CBG between the 50th and 80th percentile	
	Low	1	The majority of the CBGs less than the 50th percentile	
Employment Density	High	3	More than 2 employees/acre	Civilian Employed Aged 16 years and Over; ACS 2017-2021 obtained from FGDL
	Medium	2	Between 1 and 2 employees/acre	
	Low	1	0-1 employees/acre	
Existing Trail Connection*	Yes	3	Connects to an existing trail	FDEP Existing Trails (Paved) shapefile, 2023
	No	1	Does not connect to an existing trail.	
Population Density	High	3	More than 3 persons/acre	Persons per acre; ACS 2017-2021 obtained from FGDL
	Medium	2	Between 2 and 3 persons/acre	
	Low	1	Less than 2 persons/acre	
Population Below Poverty Line	High	3	More than 15%	Percent population below poverty line; ACS 2017-2021 obtained from FGDL.
	Medium	2	Between 10% and 15%	
	Low	1	Less than 10%	
Statewide Regional Trail*	Yes	3	Classified as a Statewide Regional Trail	FGTS Statewide Regional Trail Map, 2023
	Connects	2	Connects to a Statewide Regional Trail	
	No	1	Neither of the above	
Student Population	High	3	More than 30%	Percentage of students of total population; ACS 2017-2021 obtained from FGDL
	Medium	2	Between 20% and 30%	
	Low	1	Less than 20%	
Zero Car Households	High	3	More than 15%	Percent households with no vehicles; ACS 2017-2021 obtained from FGDL.
	Medium	2	Between 10% and 15%	
	Low	1	Less than 5%	

* *Only utilized for the trail studies*

** *Trail Study Crash Scoring: 1 = 0-2 crashes; 2 = 3-10 crashes; 3 = 11+ crashes*

Table 5-3 Sub-Area Study Total Scores

Sub-Area Study	County	Total Score
North Pensacola	Escambia	19
Central Pensacola	Escambia	18
Myrtle Grove	Escambia	17
Ferry Pass	Escambia	16
Oakfield	Escambia	15
Warrington/Pleasant Grove	Escambia	15
Milton	Santa Rosa	12
Navarre Parkway	Santa Rosa	11
Ensley	Escambia	11
Gulf Breeze	Santa Rosa	10
Saufley Field/Bellview	Escambia	10
Bagdad	Santa Rosa	10
Gonzalez	Escambia	8

Table 5-4 Sub-Area Scores by Category

Sub-Area Study	Crashes	EJ Screen	Emplo-yment	Poverty	Student	Zero Car	Pop. Density	Total Score
North Pensacola	3	3	2	3	2	3	3	19
Central Pensacola	3	3	3	3	1	2	3	18
Myrtle Grove	3	2	3	2	2	2	3	17
Ferry Pass	2	2	3	2	3	2	2	16
Oakfield	2	2	2	1	3	2	3	15
Warrington/PG	2	2	2	2	2	3	2	15
Milton	1	2	1	2	3	2	1	12
Navarre Parkway	1	1	1	2	3	2	1	11
Ensley	2	2	1	3	1	1	1	11
Gulf Breeze	1	1	1	1	2	3	1	10
Saufley Field/Bellview	2	1	2	1	1	1	2	10
Bagdad	1	1	1	1	3	2	1	10
Gonzalez	1	1	1	1	2	1	1	8

Figure 5-3 Future Studies + Crashes

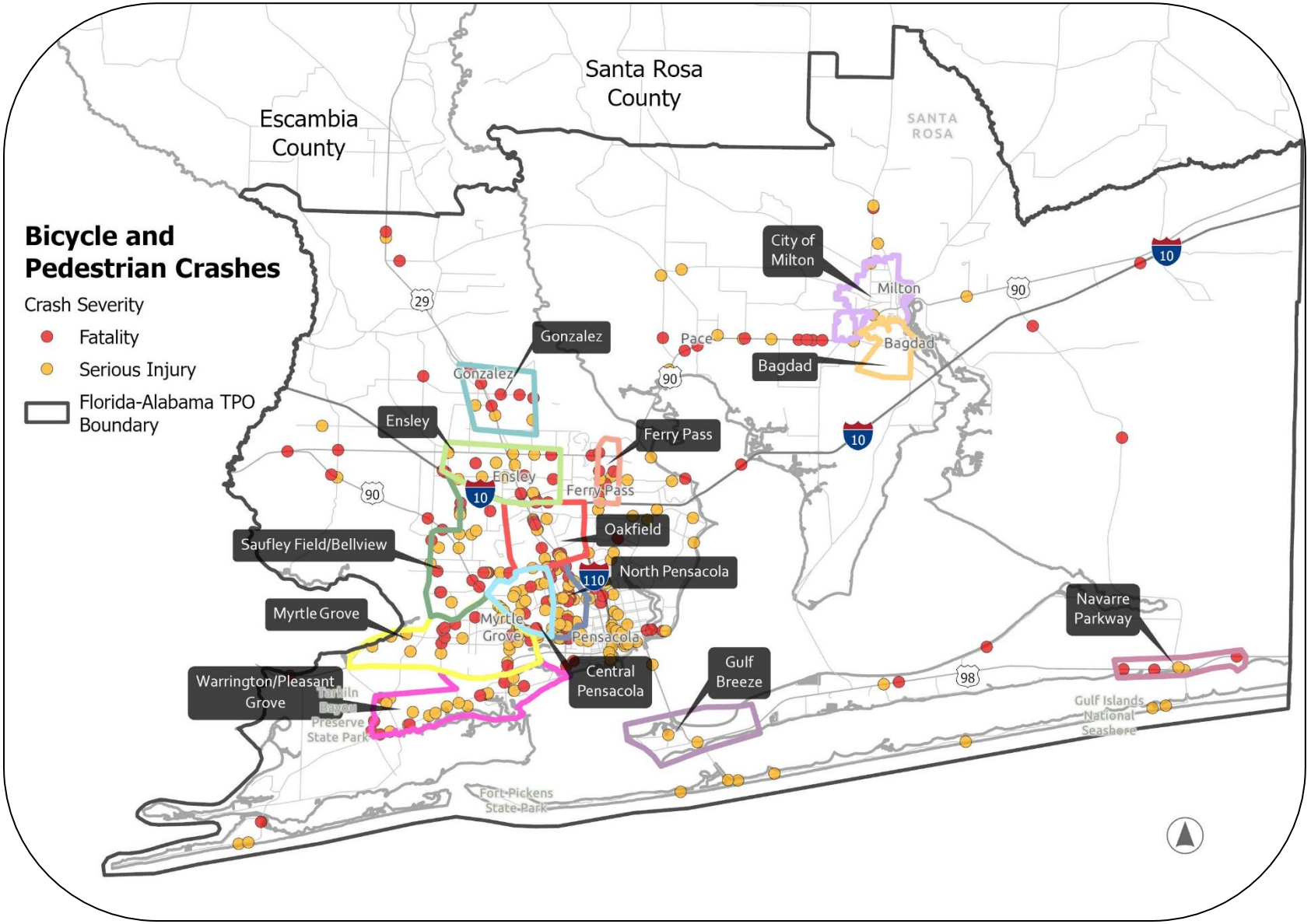


Figure 5-4 Future Studies + EJScreen

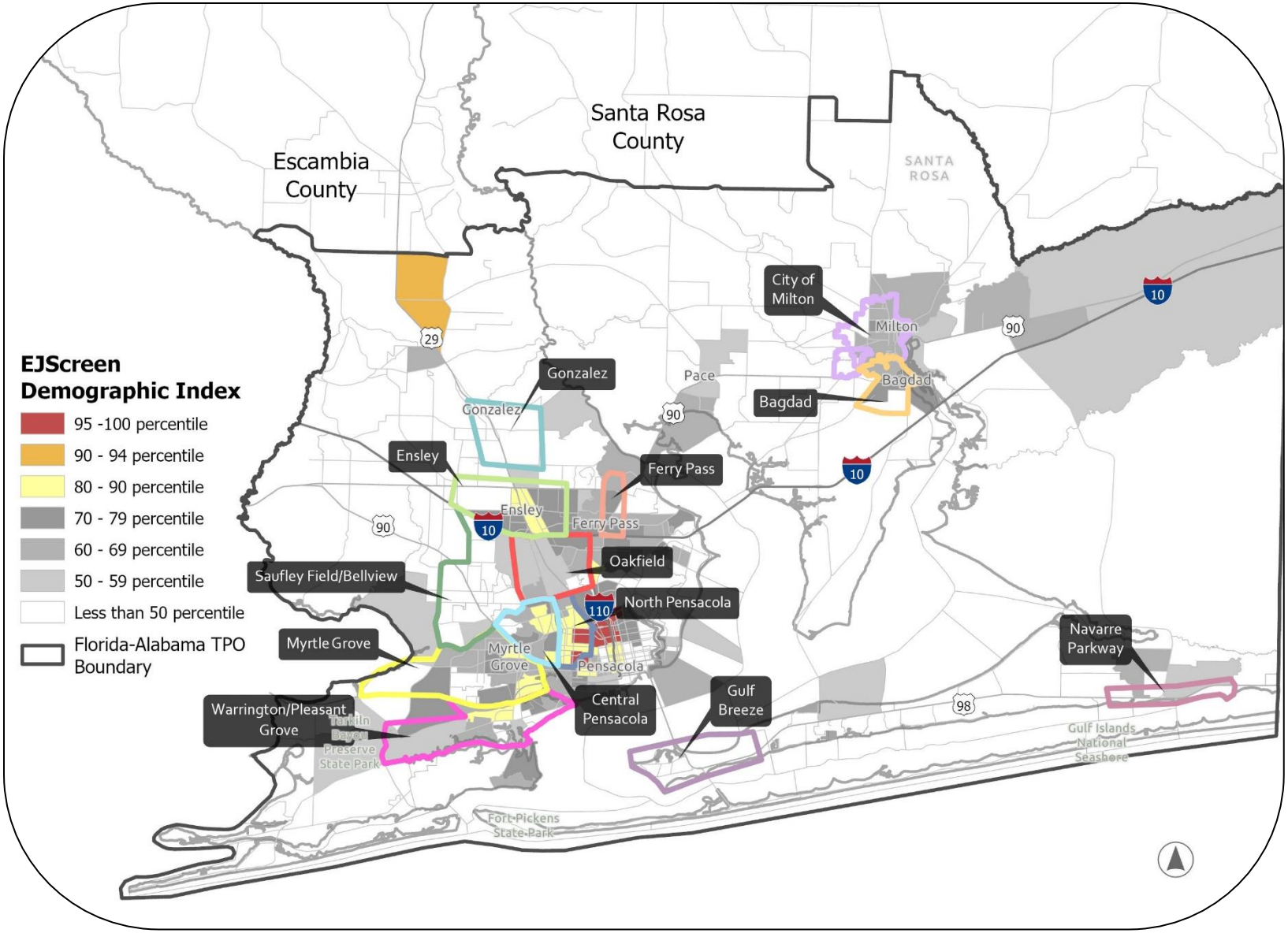


Figure 5-5 Future Studies + Employment Density

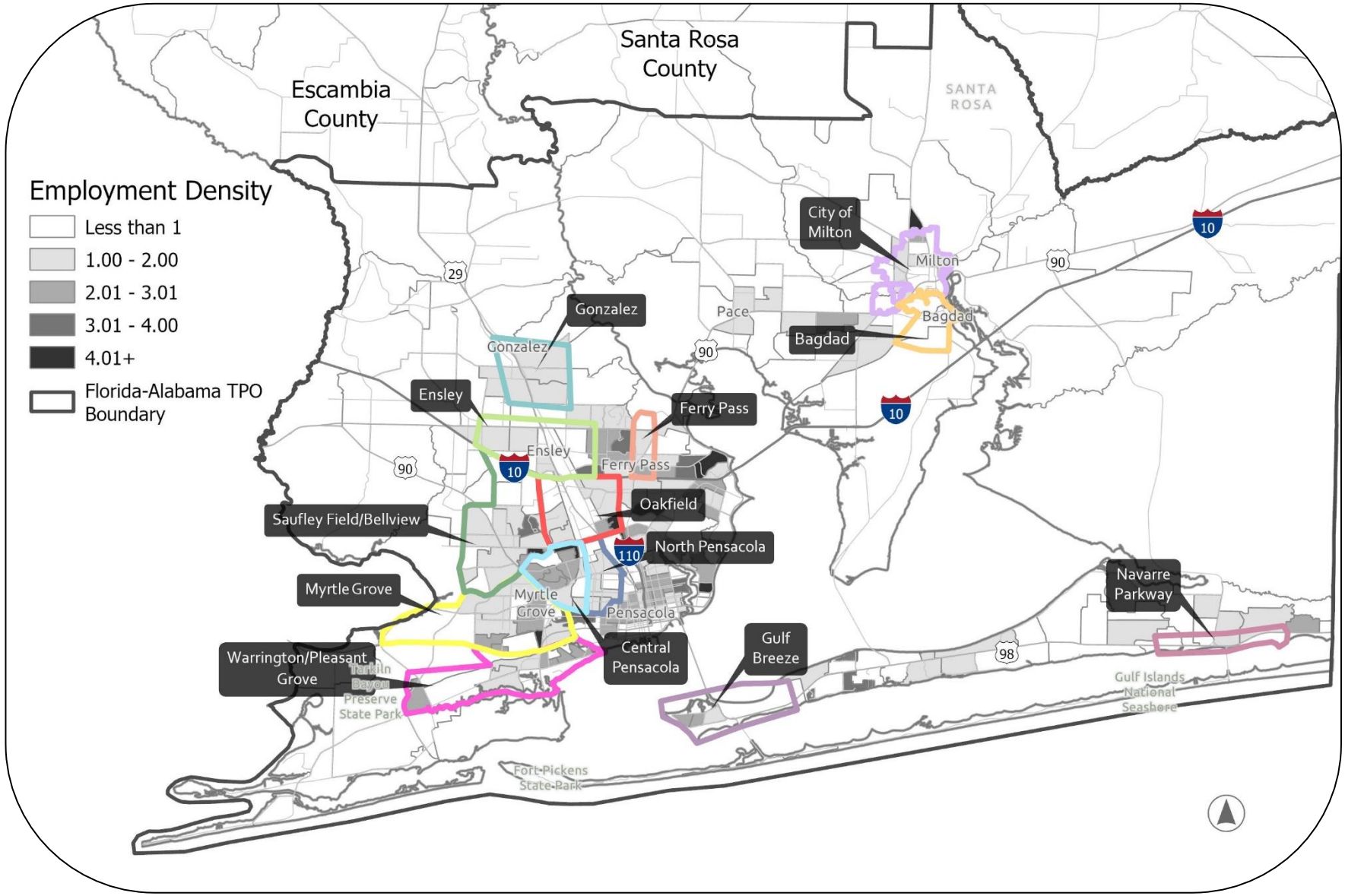


Figure 5-6 Future Studies + Poverty Levels

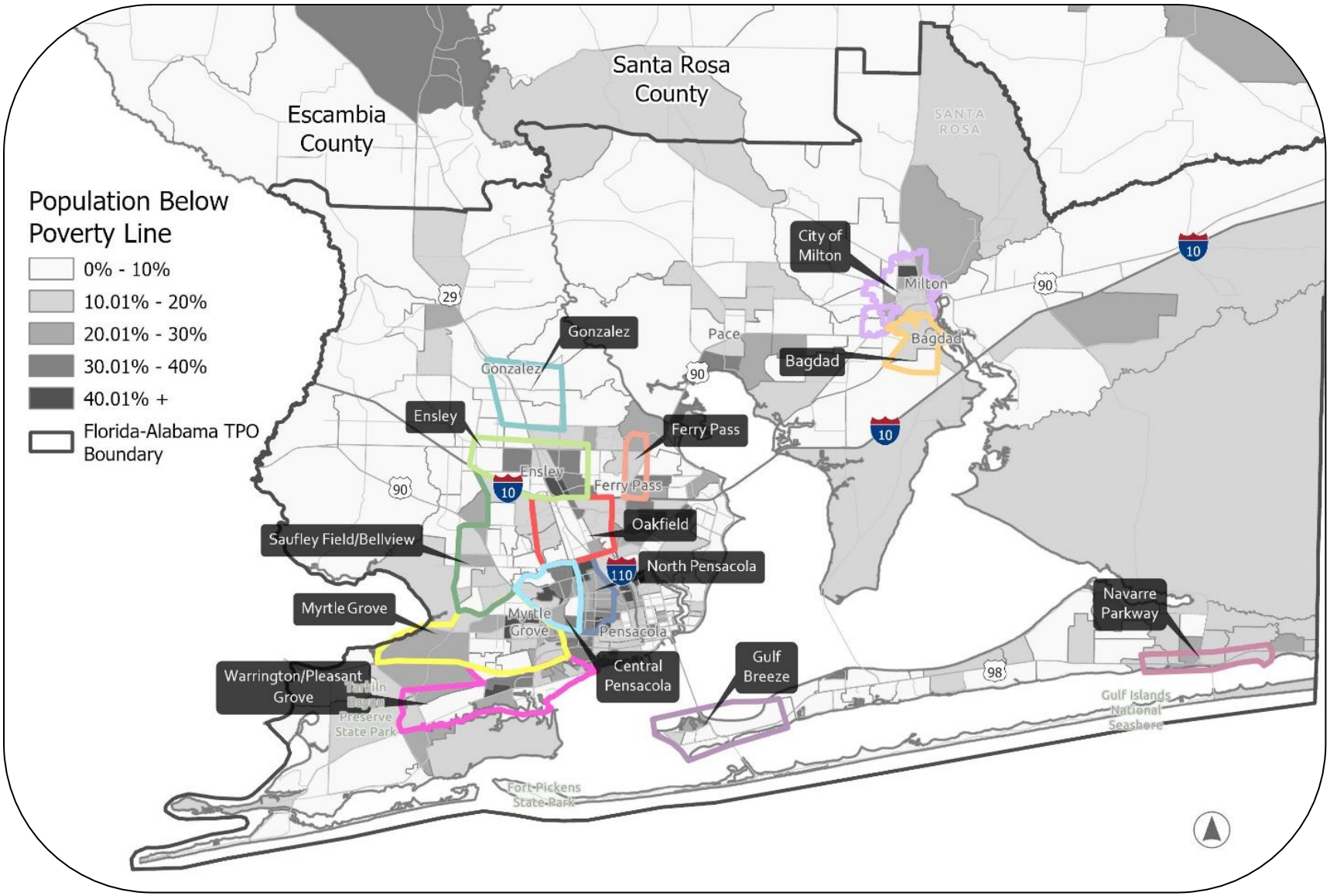


Figure 5-7 Future Studies + Student Population

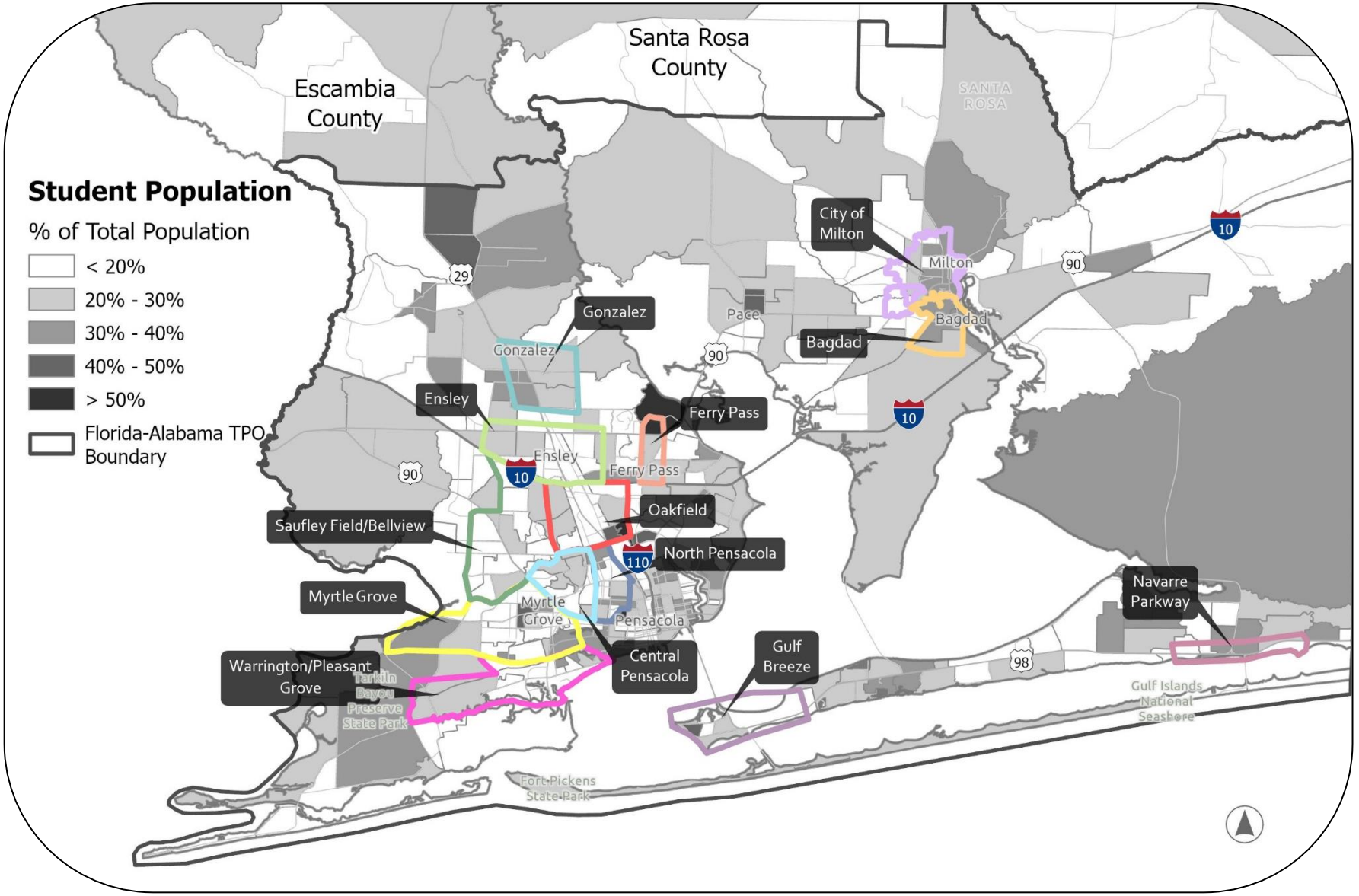


Figure 5-8 Future Studies + Population Density

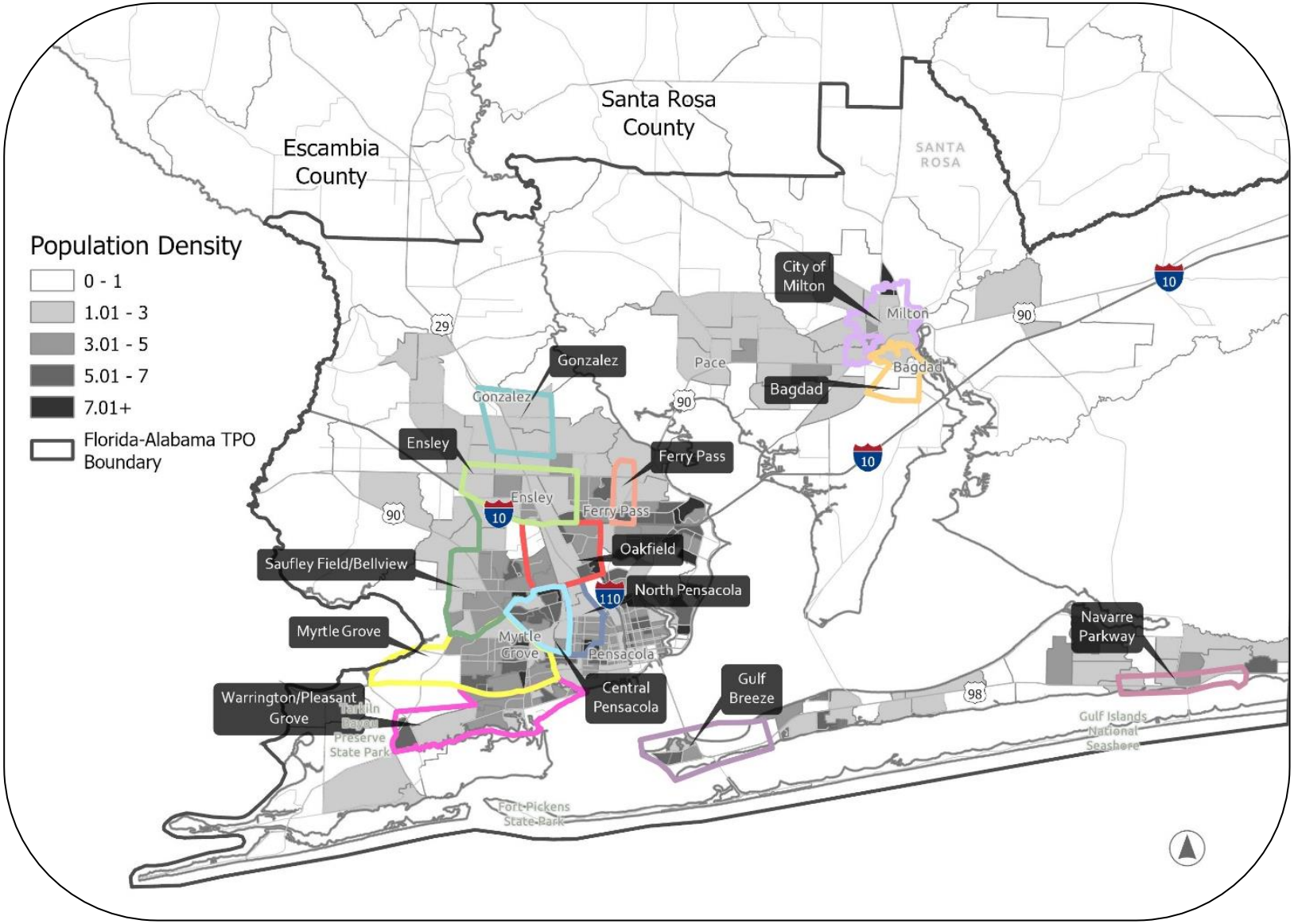


Figure 5-9 Future Studies + Zero Car Households

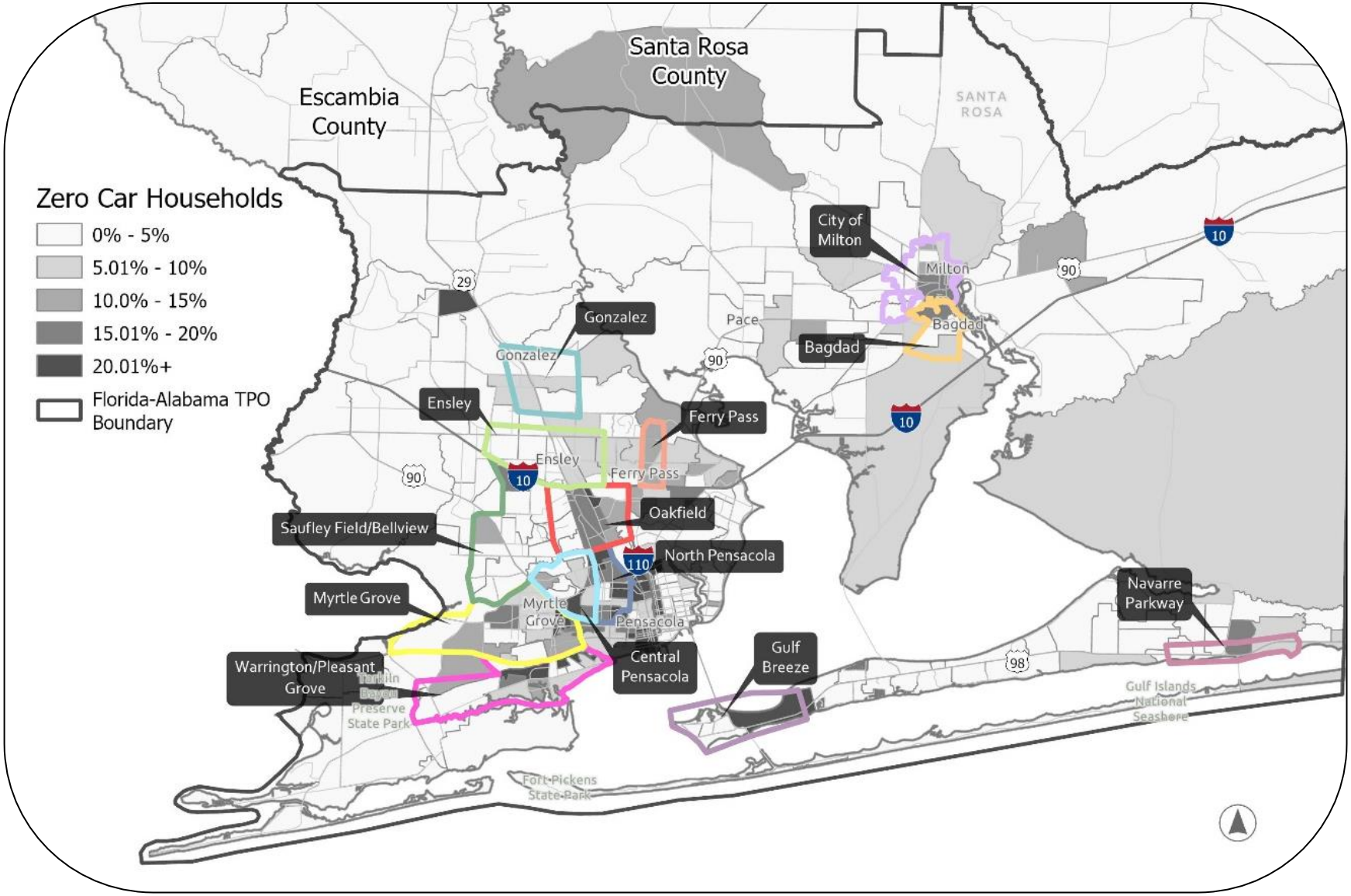


Table 5-5 Trail Study Scores

Trail Corridor	County	Total
Scenic Corridor	Escambia	**25.5**
Escambia County SW Greenway Corridor	Escambia	**23**
Great Northwest Trail Corridor	Santa Rosa	**22**
Milton to Scenic Bluffs Corridor (North)	Santa Rosa	**20**
Escambia Bike Trail Corridor (South)	Escambia	**19**
US 90 Corridor (Escambia)	Escambia	**19**
Garcon Trail to Bagdad Corridor	Santa Rosa	**18**
Milton to Scenic Bluffs Corridor (South)	Escambia	**17**
US 90 Corridor (East)	Santa Rosa	**16**
Cantonment to Bellview Loop (North)	Escambia	**15**
Blackwater State Forest Trail	Santa Rosa	**13**
Cantonment to Bellview Loop (South)	Escambia	**12**
Milton to Longleaf Corridor	Santa Rosa	**12**
Munson Highway Trail	Santa Rosa	**12**

Table 5-6 Trail Study Scores by Category

Trail Corridor	Crash	EJ	Employ-ment	Existing Trail	Pop. Den.	Poverty	State Trail	Student	Zero Car	Total
Scenic Highway Corridor	3	2	3	3	3	3	2.5	3	3	25.5
Escambia County SW Greenway Corridor	3	3	2	1	3	3	3	2	3	23
Great Northwest Trail Corridor	2	1	3	3	3	2	3	3	2	22
Milton to Scenic Bluffs Corridor (North)	2	2	2	3	2	3	3	2	1	20
Escambia Bike Trail Corridor (South)	3	3	2	1	2	3	2	1	2	19
US 90 Corridor (Escambia)	2	2	3	1	2	2	3	2	2	19
Garcon Trail to Bagdad Corridor	1	2	1	3	1	2	2	3	3	18
Milton to Scenic Bluffs Corridor (South)	1	1	3	1	3	1	2	3	2	17
US 90 Corridor (East)	1	3	1	3	1	1	3	1	2	16
Cantonment to Bellview Loop (North)	2	1	2	1	1	1	2	3	2	15
Blackwater State Forest Trail	1	1	1	3	1	2	1	2	1	13
Cantonment to Bellview Loop (South)	2	1	1	1	2	1	2	1	1	12
Milton to Longleaf	1	3	1	1	1	1	2	1	1	12
Munson Highway Trail	1	1	1	3	1	2	1	1	1	12

Figure 5-10 Trail Studies + Crashes

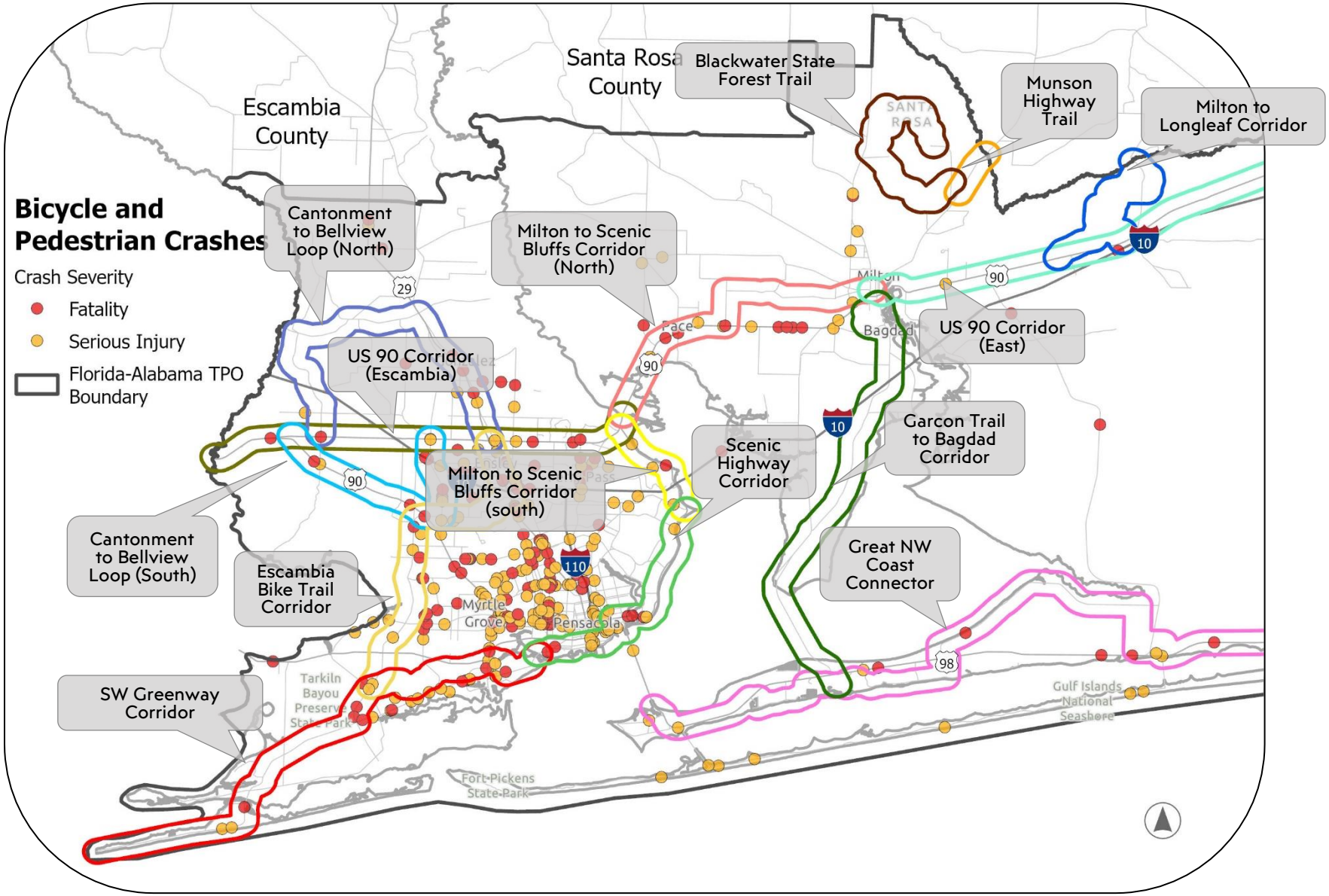


Figure 5-11 Trail Studies + EJ Screen

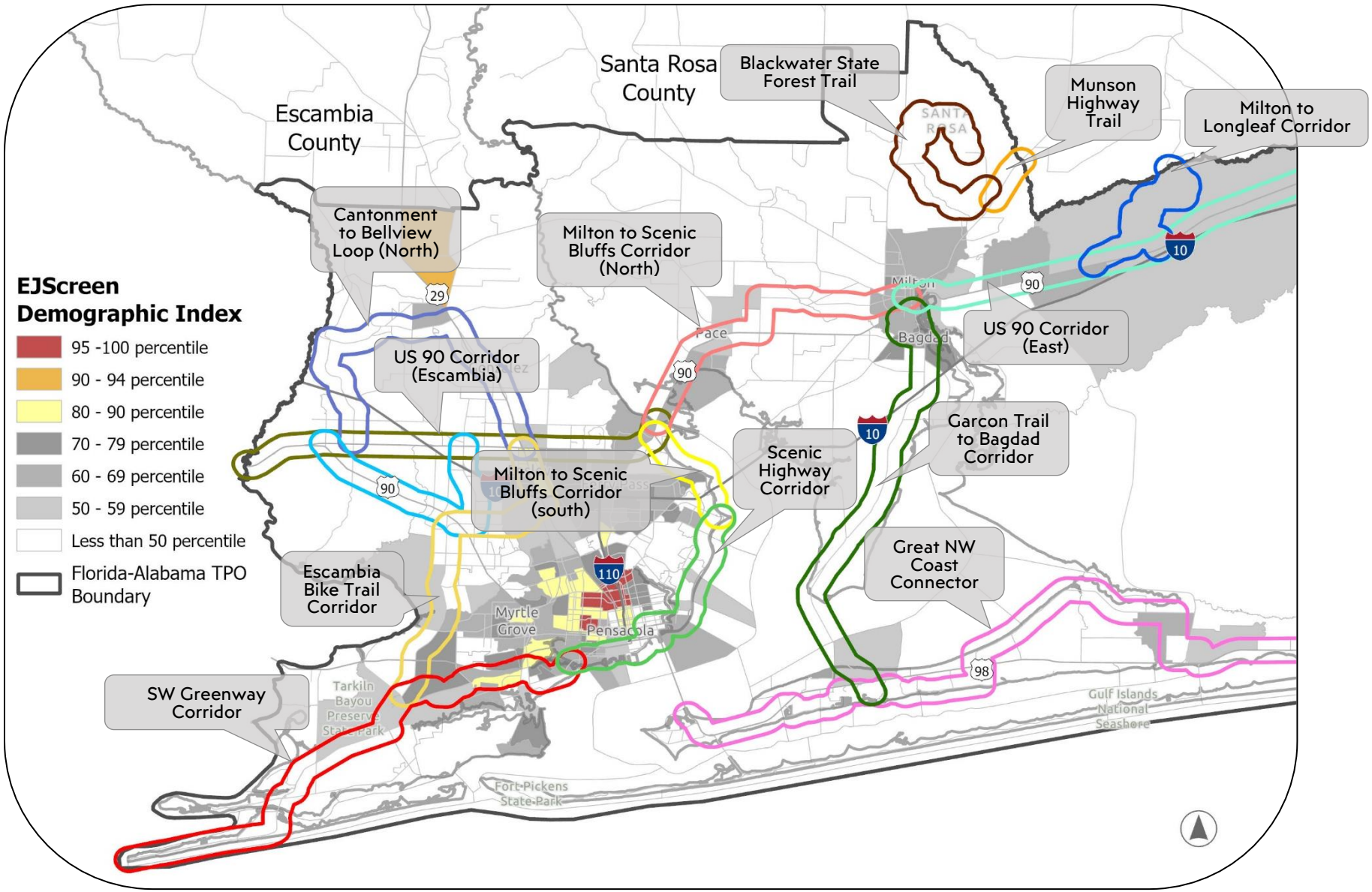


Figure 5-12 Trail Studies + Employment

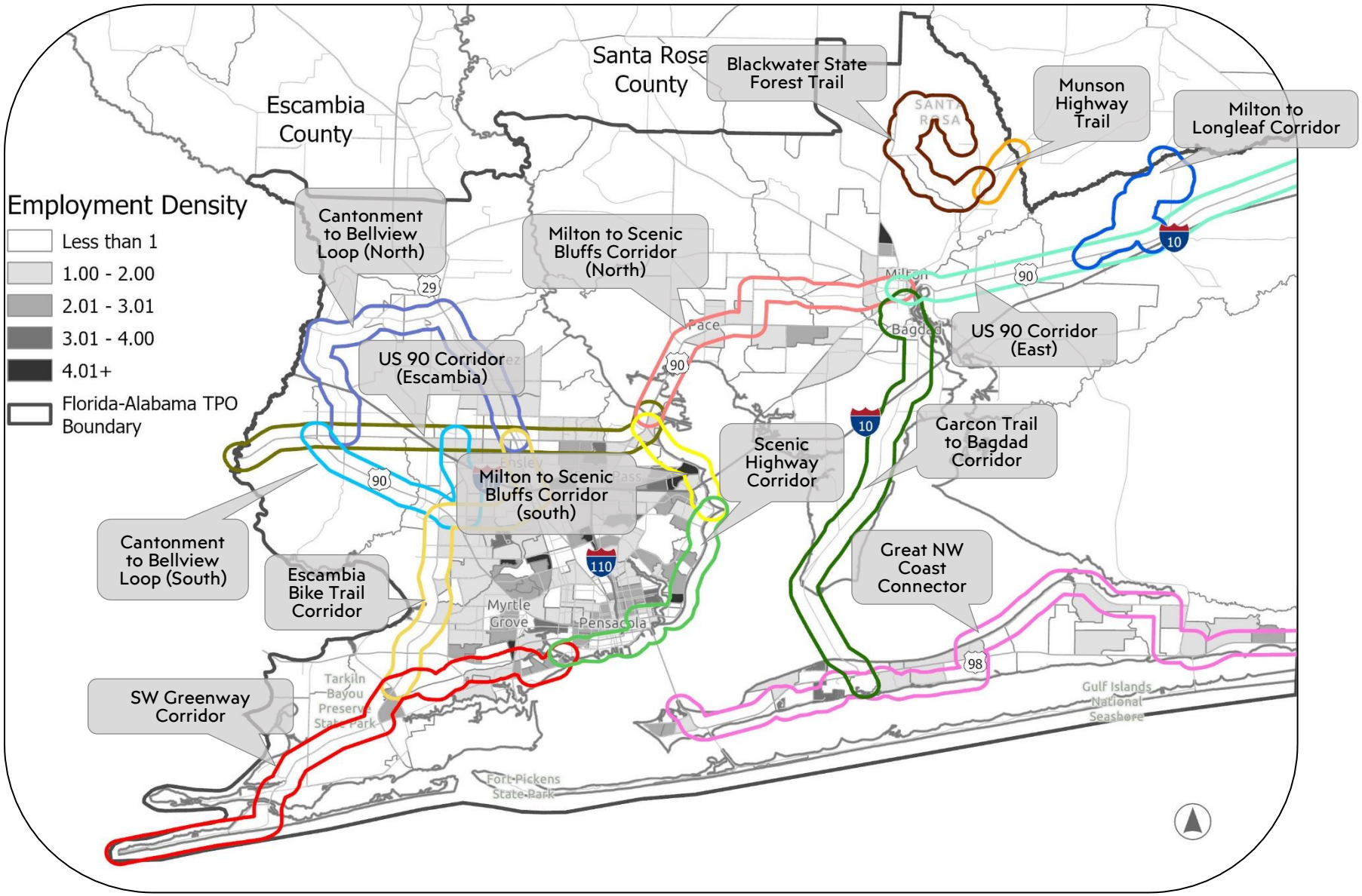


Figure 5-13 Trail Studies + Existing Trails

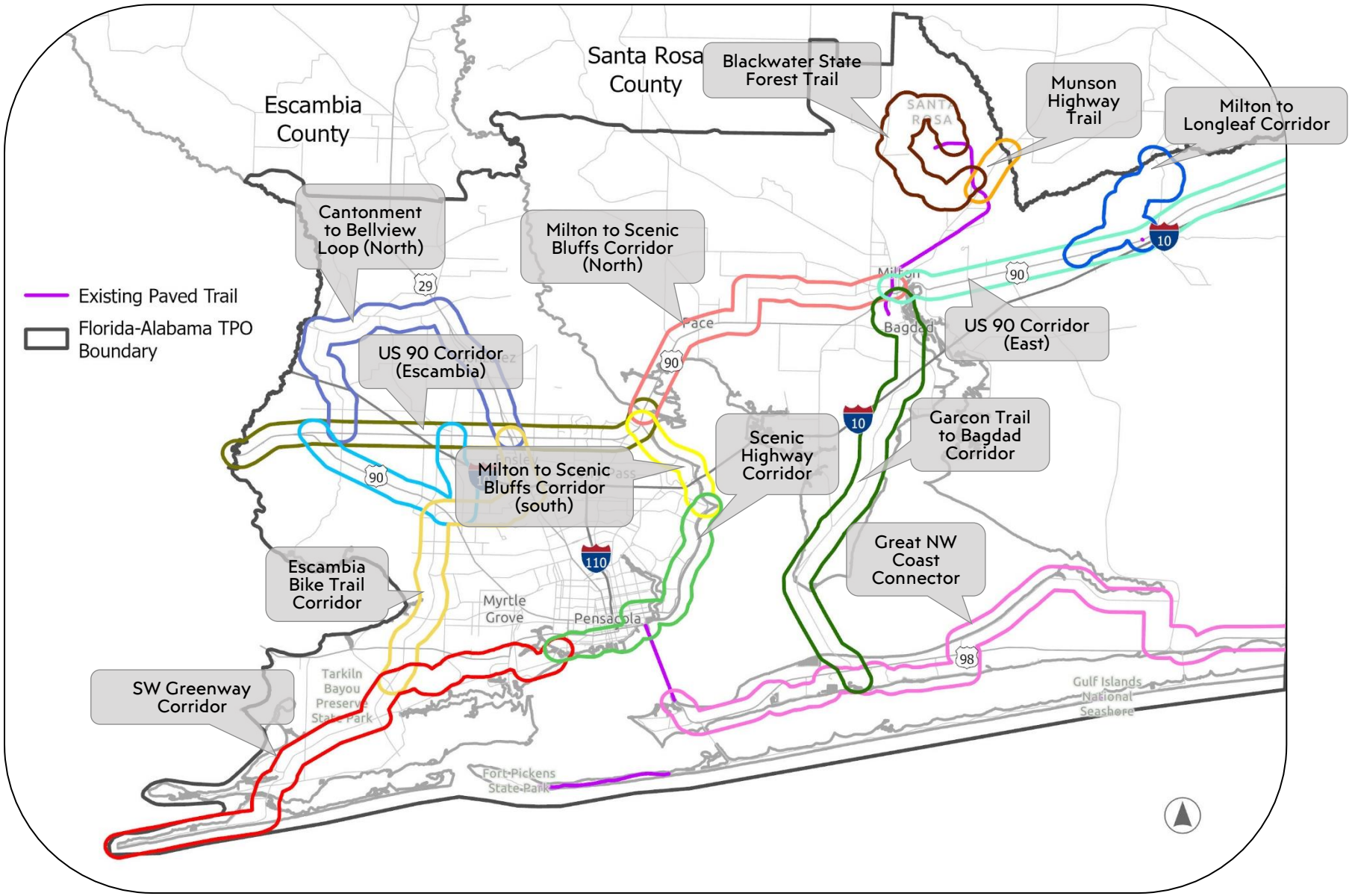


Figure 5-14 Trail Studies + Population Density

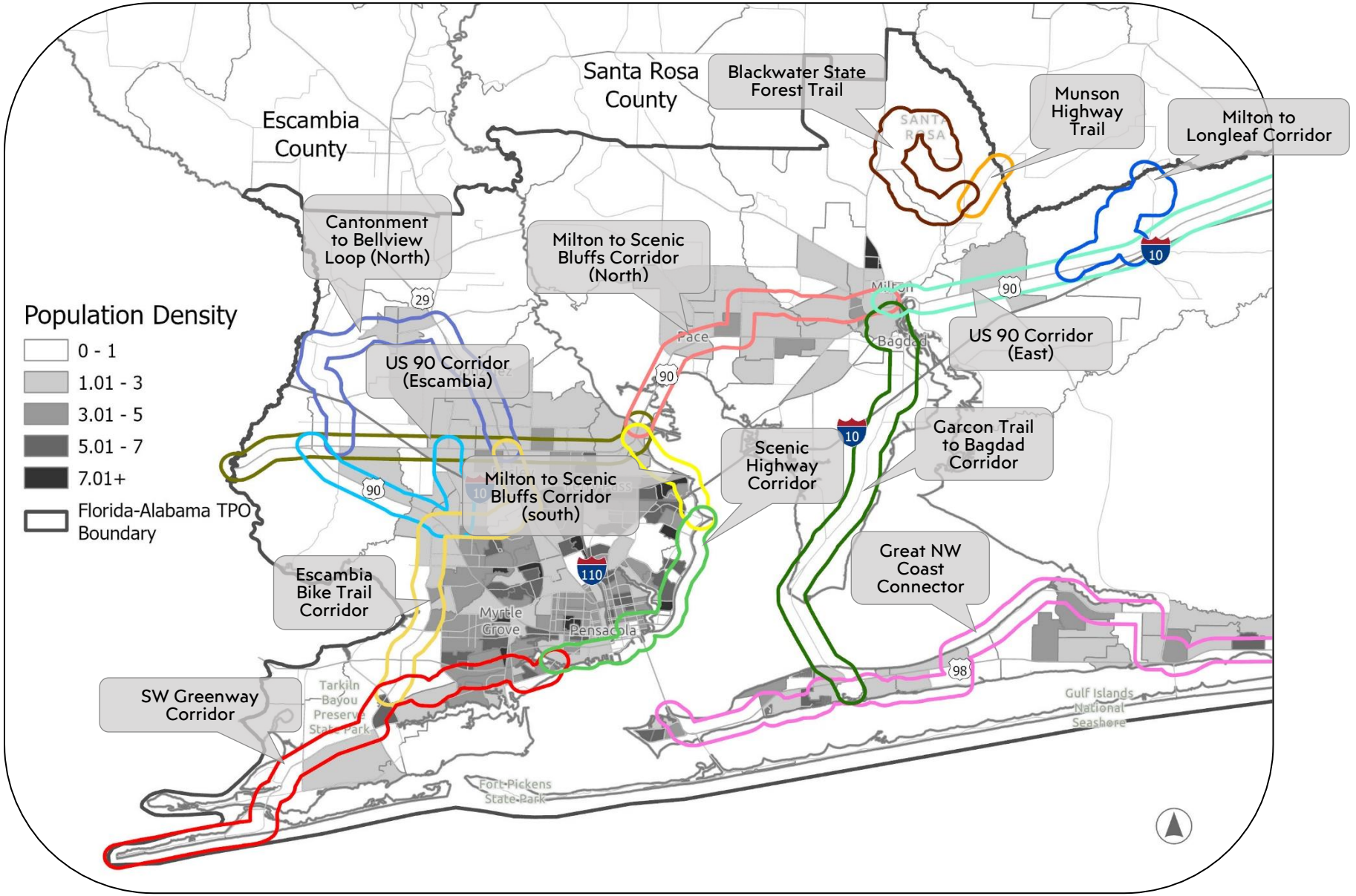


Figure 5-15 Trail Studies + Poverty

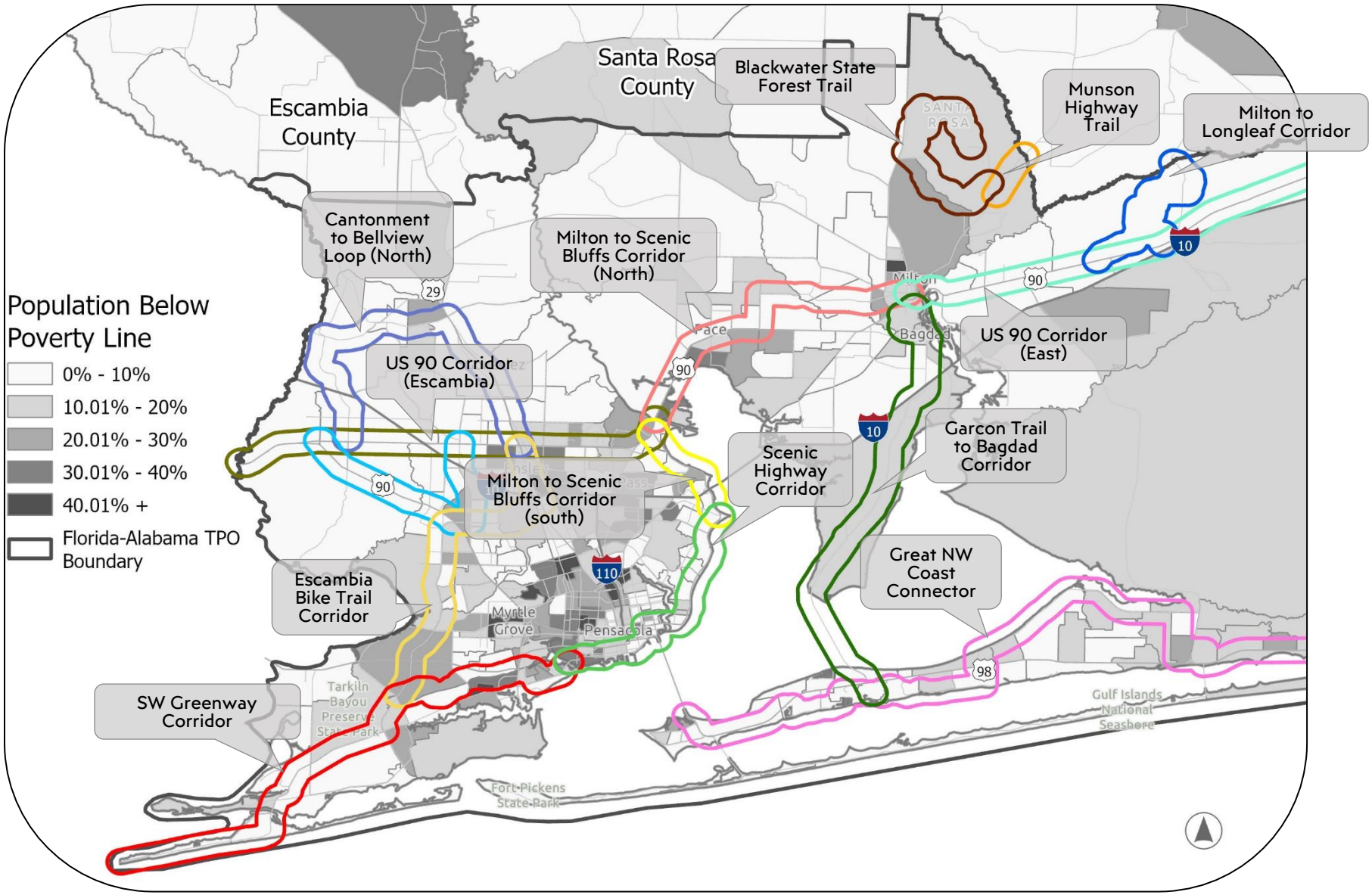


Figure 5-16 Trail Studies + Statewide Regional Trail

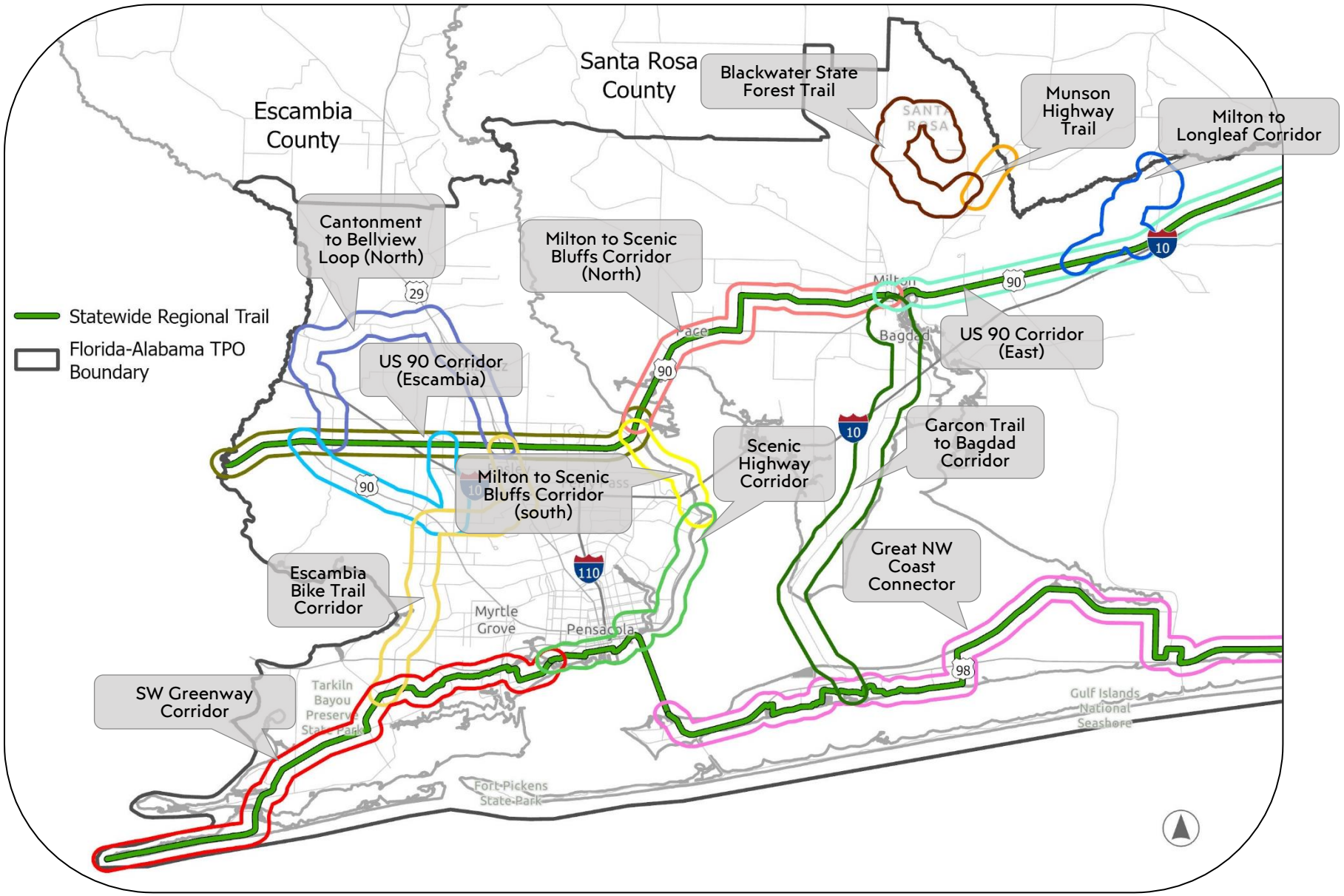


Figure 5-17 Trail Studies + Student Population

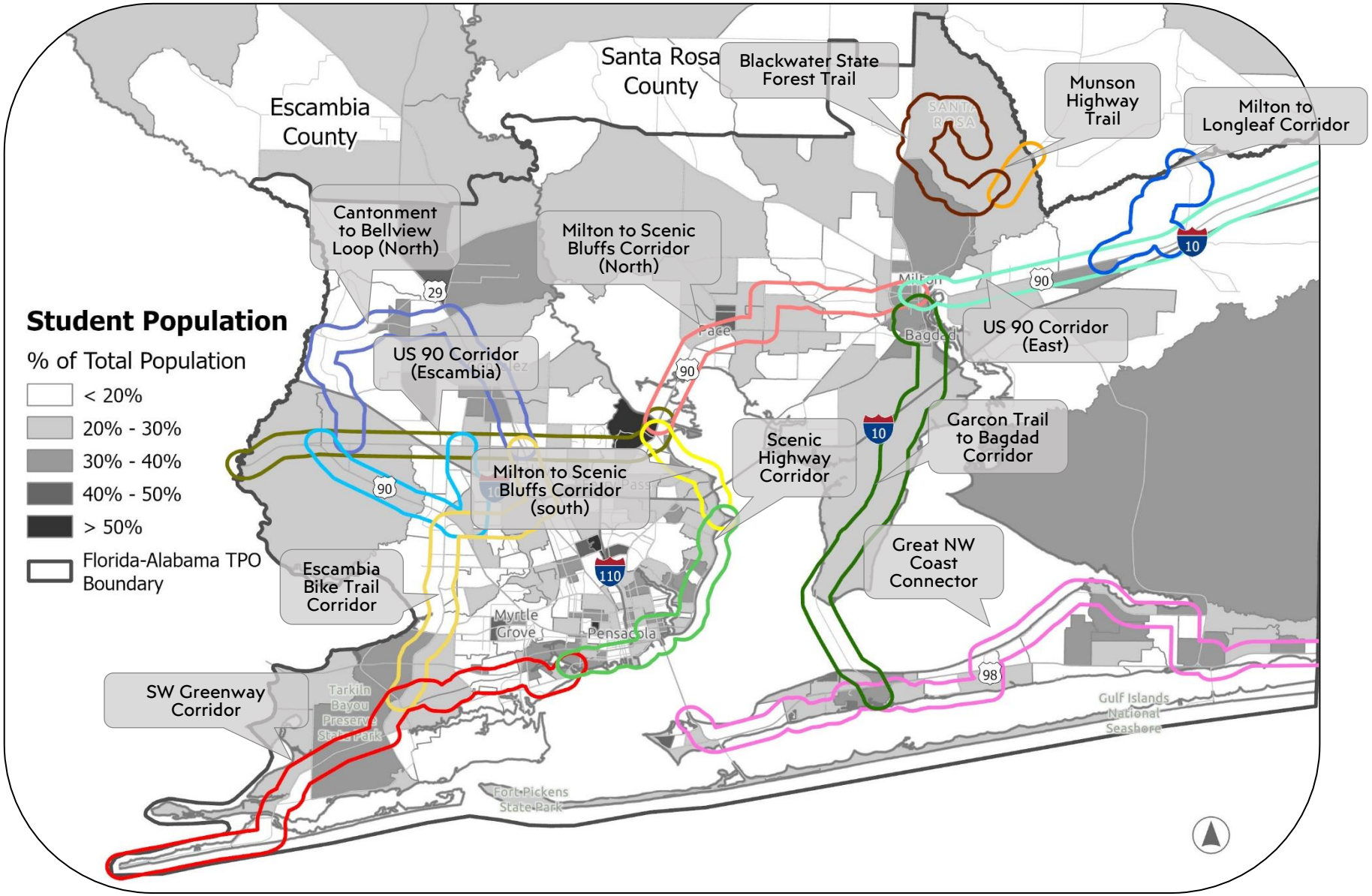
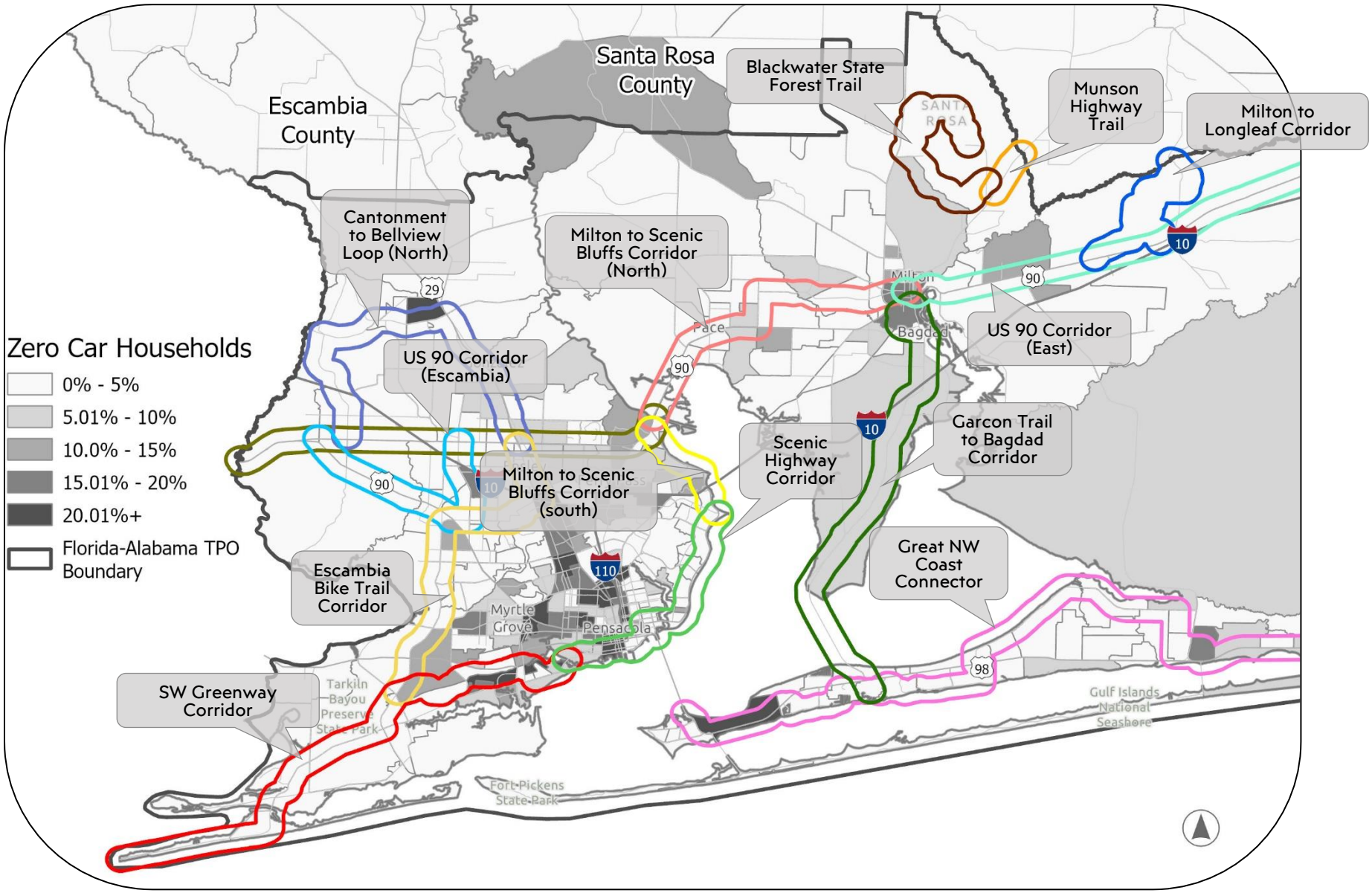


Figure 5-18 Trail Studies + Zero Car Households



5.6 Study Prioritization

The study prioritization was determined based in combination of the studies evaluation score, TPO input, geography, and other qualitative location-specific factors. The studies were grouped into three priority categories based on identified need. A **Priority 1** study ranks higher (red signifying urgent) than a **Priority 2** (yellow signifying medium urgency) or **Priority 3** (green signifying less urgent) study. The prioritization of the studies is divided between subarea studies (**Figure 5-19** and **Table 5-7**) and trail corridors (**Figure 5-20** and **Table 5-8**).Implementing these studies is not limited to the TPO. These studies can be implemented by any municipality or agency as funding or interest arise. Collaboration among local agencies is key to future study implementation.

Implementing these studies is not limited to the TPO. These studies can be implemented by any municipality or agency as funding or interest arise. Collaboration among local agencies is key to future study implementation.

Sub-Area Study Priorities

The four **Priority 1** sub-area studies are the North Pensacola, Central Pensacola, Myrtle Grove, and Milton. All four of these studies scored in the higher range from the analysis and represent both Escambia and Santa Rosa counties. North Pensacola, Central Pensacola, and Myrtle Grove had the highest bicycle and pedestrian crashes of the sub-area studies as well as high population densities. The Milton Sub-Area Study represents Santa Rosa County, and had a notably high percentage of a student population.

The prioritization of the studies is divided between subarea studies (**Figure 6-1** and **Table 6-1**) and trail studies (**Figure 6-2** and **Table 6-2**).

Trail Corridor Priorities

The four **Priority 1** trail corridors are the Bluffline Corridor, the SW Greenway Corridor, Great Northwest Trail Corridor, and the Miton to Scenic Bluffs Corridor (North). These are the top four scoring studies and cover both Escambia and Santa Rosa Counties. All four of these corridors are identified as Statewide Regional Trails by FDEP and all or portions of the trail corridor are included in the FDEP Priority Network.

Table 5-7 Sub-Area Study Priorities

Sub-Area Study	County	Evaluation Score	Priority
North Pensacola	Escambia	19	1
Central Pensacola	Escambia	18	1
Myrtle Grove	Escambia	17	1
Milton	Santa Rosa	12	1
Ferry Pass	Escambia	16	2
Oakfield	Escambia	15	2
Warrington/Pleasant Grove	Escambia	15	2
Navarre Parkway	Santa Rosa	11	2
Ensley	Escambia	11	2
Gulf Breeze	Santa Rosa	10	3
Saufley Field/Bellview	Escambia	10	3
Bagdad	Santa Rosa	10	3
Gonzalez	Escambia	8	3

Table 5-8 Trail Corridor Priorities

Trail Corridor	County	Priority
Scenic Highway Corridor	Escambia	1
Escambia County SW Greenway Corridor	Escambia	1
Great Northwest Trail Corridor	Santa Rosa	1
Milton to Scenic Bluffs Corridor (North)	Santa Rosa	1
Escambia Bike Trail Corridor (South)	Escambia	2
US 90 Corridor (Escambia)	Escambia	2
Garcon Trail to Bagdad Corridor	Santa Rosa	2
Milton to Scenic Bluffs Corridor (South)	Escambia	3
US 90 Corridor (East)	Santa Rosa	3
Cantonment to Bellview Loop (North)	Escambia	3

Trail Corridor	County	Priority
Blackwater State Forest Trail	Santa Rosa	3
Cantonment to Bellview Loop (South)	Escambia	3
Milton to Longleaf Corridor	Santa Rosa	3
Munson Highway Trail	Santa Rosa	3



Bike lane and sidewalk in Escambia County. Source: Project Team.

Figure 5-19 Sub-Area Study Priorities

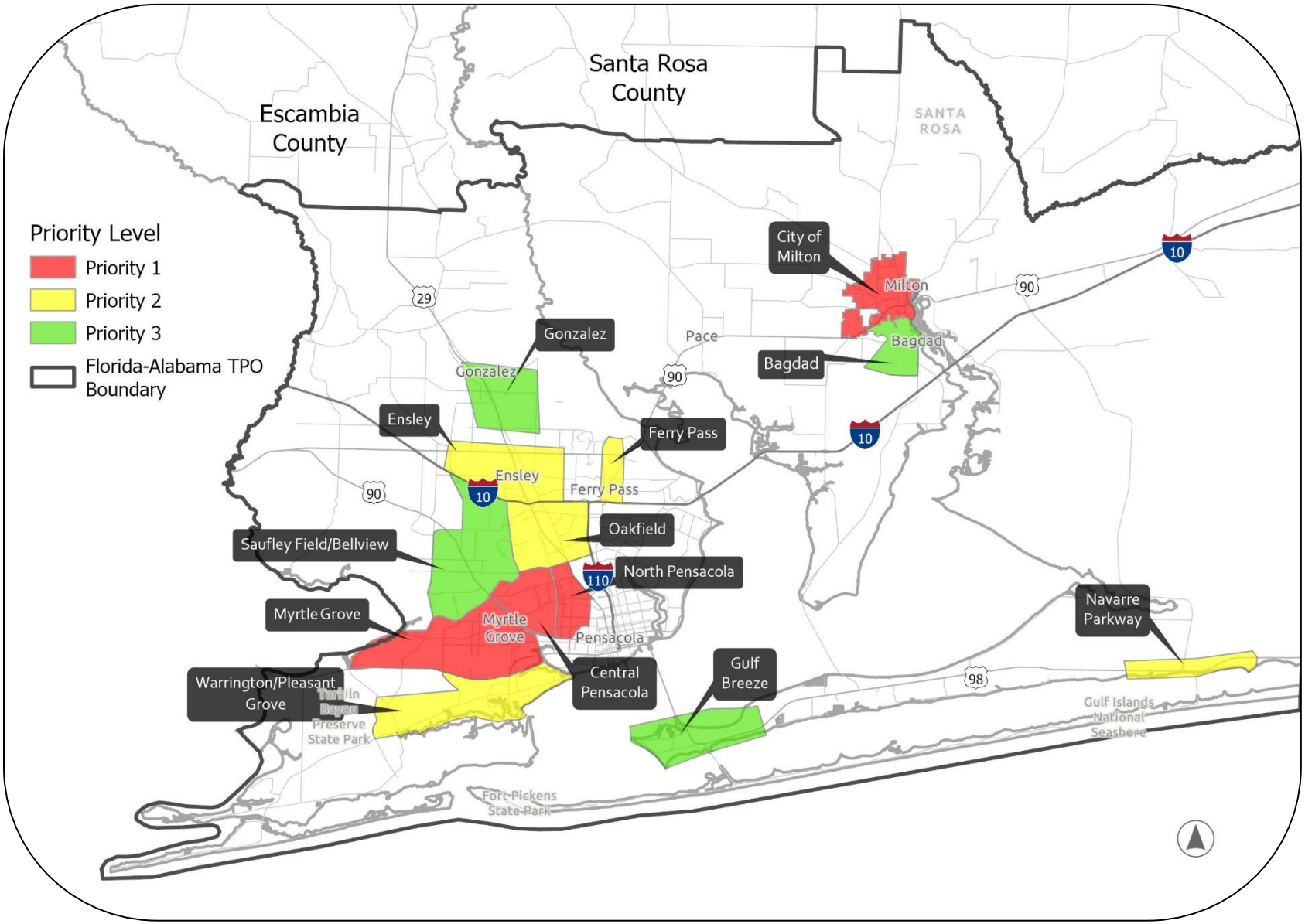
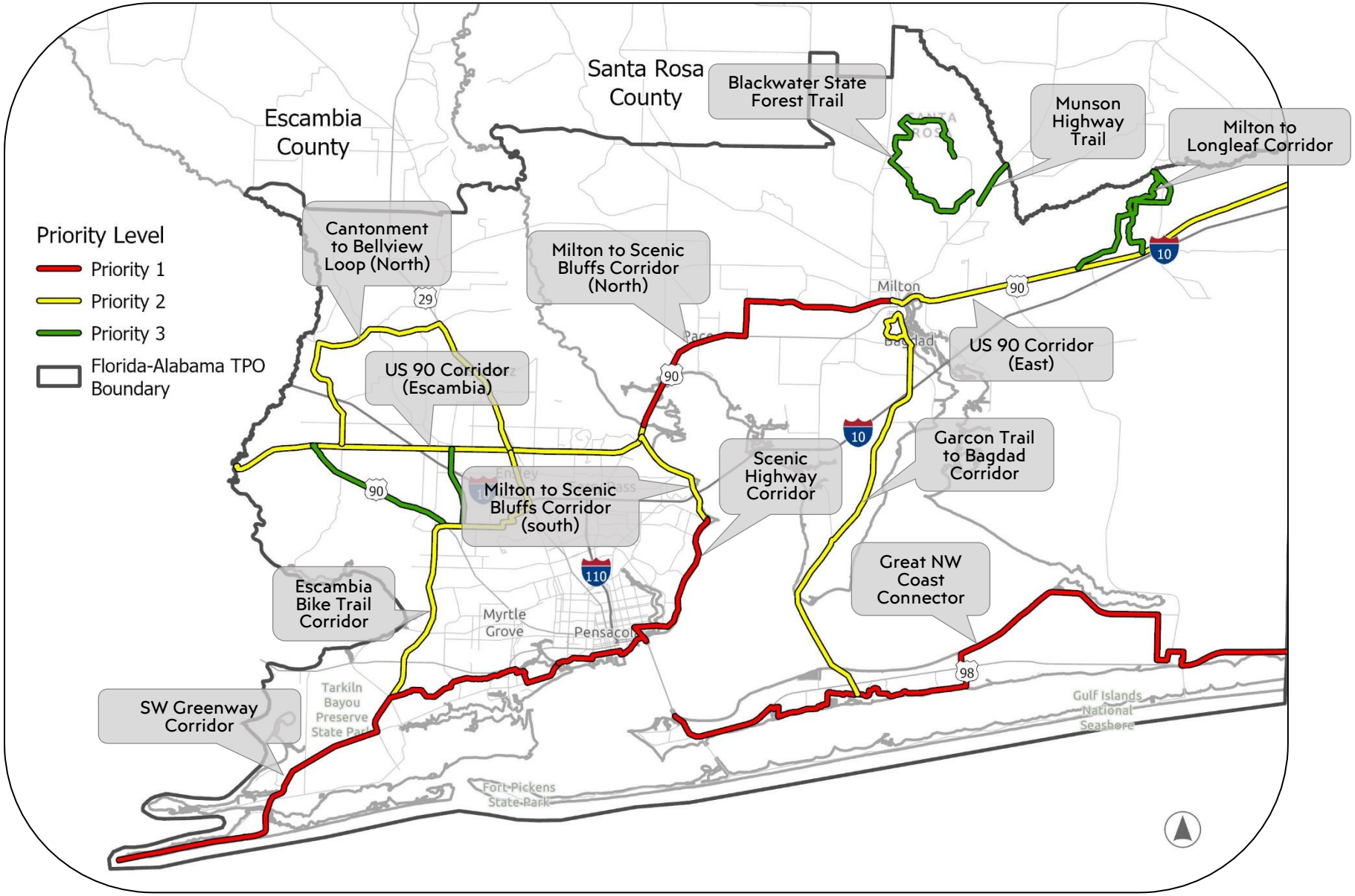


Figure 5-20 Trail Study Priorities



5.7 Previously Identified Projects

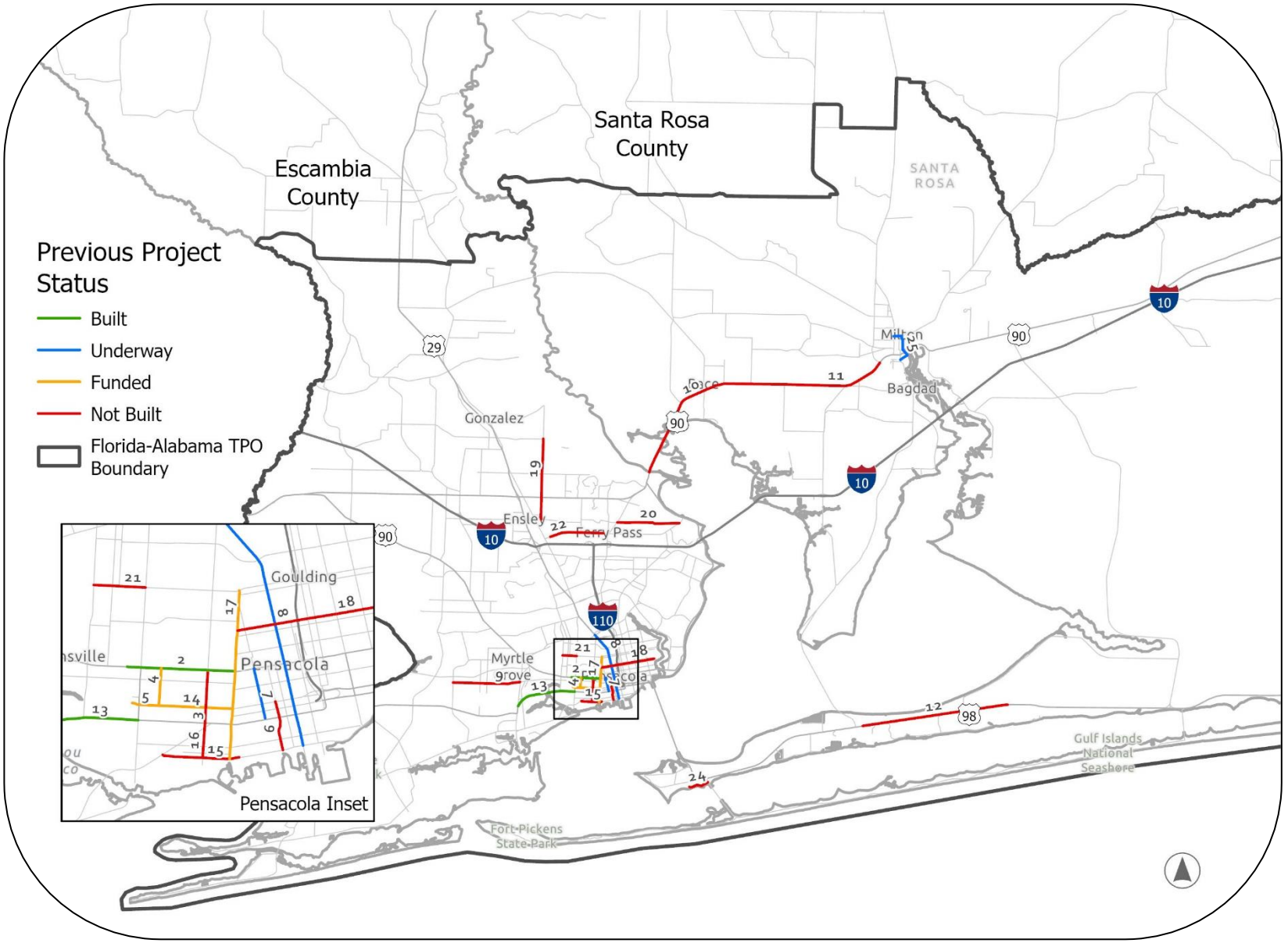
Specific bicycle, pedestrian, and trail projects were identified in the *2018 Bicycle and Pedestrian Master Plan.* The top 25 projects are listed in **Table 5-7** in ranked order from the *2018 Bicycle and Pedestrian Master Plan*. The list has been updated to include project limits (as available) and project status as of summer 2023. Additionally, the projects have been mapped based on available information and are displayed by status in **Figure 5-17.** It is recommended that this list of projects continue to be implemented as opportunities arise.

Table 5-9 Previously Identified Projects

Rank	Project Name	Roadway	Limits	Improvement Type	Status	Sponsor
1	West Moreno	West Moreno	Not available	Sidewalk; Crosswalk/Intersection	Not Built	Pensacola CRA
2	West Cervantes St. Corridor Improvements	West Cervantes	A Street to Q Street	Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	Not Built	Pensacola CRA
3	W. Cervantes to Downtown Pensacola Connection	North “E” Street	Cervantes to Garden Street	Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	Not Built	Pensacola CRA
4	Connectivity from West Cervantes to Legion Field Park via North “L” Street	N "L" Street	Cervantes to Gregory Street	Sidewalk; Crosswalk/Intersection	Funded	Pensacola CRA
5	Connectivity to Global Learning via Gregory St	Gregory Street	From “L” Street to “P” Street	Sidewalk; Multi-Use Path, Crosswalk/Intersection	Funded	Pensacola CRA
6	North Spring Street Improvements	N Spring Street	Gregory Street to Main Street	Restriping, Sidewalk, Crosswalk/Intersection	Not Built	Pensacola CRA
7	North Reus Street Improvements	North Reus Street	Garden Street to Cervantes	Sidewalk, Crosswalk/Intersection	Not Built	Pensacola CRA
8	Palafox St - Road Diet/Rebalance	Palafox Street	Fairfield to Main Street	Restriping, Traffic Calming, Signage, Other	Underway	Pensacola BAC
9	Jackson Street Sidewalks	Jackson Street	Fairfield Drive to New Warrington Road	Sidewalks	Not Built	Escambia County
10	US 90 Improvements	US 90	Escambia County Line to Bell Lane	Sidewalks, Other	Not Built	Santa Rosa County

Rank	Project Name	Roadway	Limits	Improvement Type	Status	Sponsor
11	US 90 Improvements	US 90	Bell Lane to Glover Lane	Sidewalks, Other	Not Built	Santa Rosa County
12	US 98 Improvements	US 98	Portside Drive to Bergren Road	Sidewalks, Other	Not Built	Santa Rosa County
13	Navy Boulevard Bicycle Lanes	Navy Boulevard	Pace Boulevard to N Navy Boulevard	Restriping	Built	Escambia County
14	Connectivity to Legion Field Park via Gregory Street	Gregory Street	A Street to L Street	Sidewalks, Multi-Use Path, Crosswalk/Intersection	Funded	Pensacola CRA
15	Connectivity to North “E” St via Main St	Main Street	Barrancas Avenue to Clubbs Street	Sidewalks, Multi-Use Path, Crosswalk/Intersection	Funded	Pensacola CRA
16	W. Cervantes to Downtown Pensacola Connection	South "E" Street	Garden Street to Main Street	Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Not Built	Pensacola CRA
17	"A” Street - Roadway Rebalance	"A" Street	Maxwell Street to Main Street	Restriping, Crosswalk/Intersection, Neighborhood Greenway	Funded	Pensacola BAC
18	Blount Street Roadway Rebalance	Blount Street	20th Avenue to A Street	Restriping, Other	Not Built	Pensacola BAC
19	Chemstrand Road Sidewalks	Chemstrand Road	Johnson Avenue to Kingsfield Road	Sidewalks	Not Built	Escambia County
20	Johnson Avenue Sidewalks	Johnson Avenue	Davis Highway to Olive Road	Sidewalks	Not Built	Escambia County
21	Jordan Street Sidewalks	Jordan Street	Pace Boulevard to W Street	Sidewalks	Not Built	Escambia County
22	Olive Road West Sidewalks	Olive Road	RR to existing sidewalks	Sidewalks	Not Built	Escambia County
23	McClure and Andrew Jackson Sidewalk	McClure Drive	Publix to sidewalk terminus	Sidewalks	Built	Escambia County
24	Soundview Trail Walking Path	Soundview Trail	Shoreline Park South to Pensacola Beach Boulevard	Sidewalks	Not Built	City of Gulf Breeze
25	Milton Multimodal Connector	Varies	Milton to Bagdad Mill Site Park and Village	Sidewalks, Multi-Use Path	Underway	City of Milton

Figure 5-21 Previous Project Status



Section 6.0
Design Guidelines



6.0 Design Guidelines

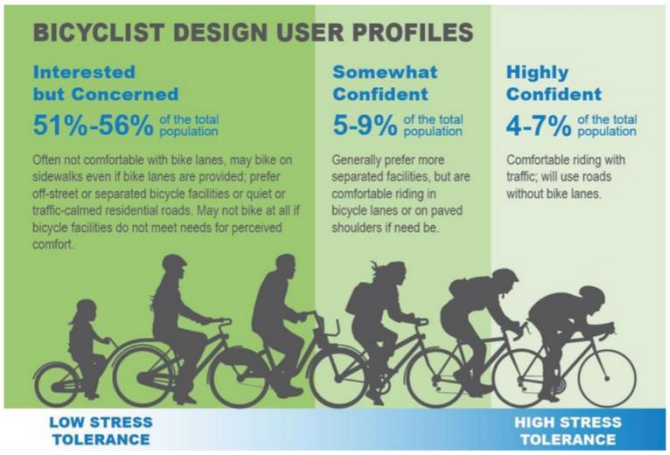
A set of bicycle and pedestrian facility design guidelines was developed for this report as a reference for various facility types, recommended facility choices, and facility designs. These guidelines were developed using NACTO's *Urban Street Design Guide, Urban Bikeway Design Guide,* and the *FDOT Design Manual (FDM).*

Bicycle and Pedestrian Stress Tolerance

To evaluate what can contribute to stress for people walking and biking, it is important to consider factors such as:

- Number of lanes.
- Posted speed limit.
- Functional classification of the road (local or non-local).
- Presence of dedicated bike/pedestrian infrastructure (sidewalks, bike lanes, etc.).

The combination of these different factors, along with other components of the built environment, can make a street more or less stressful for people walking and biking, and thus a more or less feasible and safe transportation option. A level of traffic stress analysis assigns a stress level to road segments based on these factors.



Many studies, including a survey of adults in the 50 largest metro regions in the United States, have shown that most adults are interested in having the choice to bike from point A to point B, but safety concerns often prevent them from choosing this mode. In other words, many more adults would choose to ride a bike if they felt more safe on the road.

When people bicycle on roadways, they encounter varying levels of stress from traffic. A quiet residential street with a 25-mile-per-hour speed limit is considered a very low-stress environment for cyclists. But a six-lane suburban highway with a 40-mile-per-hour speed limit represents a high-stress environment for cyclists who must share the roadway with traffic. As a result, fewer people are likely to bicycle on the highway.

The Level of Traffic Stress methodology identifies four stress levels:

- **LTS 0** – None.
- **LTS 1** – Very Low: All Ages and Abilities (AAA) – Suitable for all users including children.
- **LTS 2** – Low: Suitable for the "Interested but Concerned" population.

- **LTS 3** – Moderate: Suitable for the "Somewhat Confident" group (sometimes referred to as Enthused & Confident).
- **LTS 4** – High: Suitable only for the "Highly Confident" group (sometimes referred to as Strong and fearless).

The Level of Traffic Stress (LTS) methodology is conducted for links and intersections, as shown in the following tables. The analysis applies a "weakest link" logic, wherein the stress level is assigned based on the lowest-performing attribute of the street. For example, even if a segment has mostly low-stress characteristics, the occurrence of one higher-stress attribute (for example, frequent bike lane blockage) dictates the stress level for the segment.

Pedestrian Facility Types

Rectangular Rapid-Flashing Beacons (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian-activated warning device that is commonly used at mid-block or uncontrolled pedestrian crossings to increase pedestrian safety. RRFBs consist of two high-intensity flashing LED lights that are mounted on rectangular-shaped signs located on both sides of the roadway. When activated by a pedestrian, the lights flash rapidly in a rectangular pattern, which is highly visible to motorists and draws their attention to the crossing.



RRFBs are typically activated by a pedestrian pushing a button located on a nearby pole or sign. When the button is pressed, the RRFBs begin to flash, alerting motorists to the presence of a pedestrian in the crosswalk. RRFBs can also be connected to pedestrian signals, which display a "WALK" signal or a pedestrian symbol at the same time the RRFBs are activated.

RRFBs are highly effective in improving pedestrian safety because they are easily visible to motorists and draw their attention to the crossing. Studies have shown that RRFBs can increase driver-yielding rates to pedestrians by up to 80% compared to unmarked crosswalks. RRFBs are also relatively low-cost and easy to install, making them a popular choice for many communities looking to improve pedestrian safety at mid-block crossings and other locations where traditional traffic signals are not feasible.

Embedded Crosswalk Lights

Embedded crosswalk lights are a type of pedestrian safety feature that can be installed at crosswalks to increase visibility and safety for pedestrians. These lights are embedded in the pavement and are often used in conjunction with other safety features, such as raised crosswalks or pedestrian islands, to create a safer and more visible crossing environment.



Embedded crosswalk lights typically consist of LED lights that are installed flush with the pavement surface. These lights are usually placed at regular intervals along the crosswalk and can be programmed to flash or remain steady to alert drivers to the presence of pedestrians. Some embedded crosswalk lights also incorporate reflective material, such as glass beads or reflective tape, to increase visibility during low-light conditions.

Embedded crosswalk lights are highly effective in improving pedestrian safety because they increase the visibility of the crosswalk to motorists, especially during low-light conditions or inclement weather. Studies have shown that embedded crosswalk lights can increase driver-yielding rates to pedestrians by up to 50% compared to unmarked crosswalks. They are also beneficial for pedestrians with visual impairments, as the lights can provide additional cues for crossing the street.

Flashing Beacons

Flashing crosswalk beacons are a type of pedestrian-activated warning device that can be installed at crosswalks to improve pedestrian safety. These beacons are typically used at mid-block or uncontrolled crossings where a traditional traffic signal or stop sign is not feasible.

Flashing crosswalk beacons consist of one or more high-intensity flashing LED lights that are mounted on a post or a pedestrian crossing sign. When activated by a pedestrian, the lights begin to flash, alerting motorists to the presence of a pedestrian in the crosswalk.



Flashing crosswalk beacons are typically activated by a pedestrian pushing a button located on a nearby pole or sign. When the button is pressed, the beacons begin to flash, which draws the attention of motorists to the crossing. The beacons can also be connected to pedestrian signals, which display a "WALK" signal or a pedestrian symbol at the same time the beacons are activated.

Flashing crosswalk beacons are highly effective in improving pedestrian safety because they are highly visible and draw the attention of motorists to the presence of pedestrians. Studies have shown that flashing crosswalk beacons can increase driver-yielding rates to pedestrians by up to 90% compared to unmarked crosswalks. They are also beneficial for pedestrians with visual impairments, as the flashing lights provide additional cues for crossing the street.

High-Intensity Activated Crosswalk (HAWK) Beacon



High-Intensity Activated Crosswalk Beacons (HAWK beacons) are a type of pedestrian-activated warning device that can be installed at crosswalks to increase pedestrian safety. These beacons are designed to be used at mid-block or uncontrolled pedestrian crossings where a traditional traffic signal or stop sign is not feasible.

HAWK beacons consist of one or more high-intensity flashing LED lights that are mounted on a post or a pedestrian crossing sign. The lights are typically red when not in use and are activated by a pedestrian pushing a button located on a nearby pole or sign. When activated, the beacons transition through several flashing patterns, including a rapid flash, a steady yellow, and a steady red signal. This alerts motorists to the presence of a pedestrian in the crosswalk and indicates when they should come to a stop.



HAWK beacons are highly effective in improving pedestrian safety because they provide a clear indication to motorists of when to stop and when to proceed with caution. Studies have shown that HAWK beacons can increase driver-yielding rates to pedestrians by up to 97% compared to unmarked crosswalks. HAWK beacons are also beneficial for pedestrians with visual impairments, as the flashing lights provide additional cues for crossing the street.

Crossing Flags

Crosswalk crossing flags are a pedestrian safety feature that can be installed at crosswalks to increase pedestrian visibility and safety. These flags are typically used at mid-block or uncontrolled crossings where a traditional traffic signal or stop sign is not feasible.



Crosswalk crossing flags consist of one or more brightly colored flags that are mounted on poles located near the crosswalk. Pedestrians can use the flags to increase their visibility to motorists by waving them as they cross the street. Once a pedestrian has safely crossed the street, they can return the flags to the pole for the next pedestrian to use.

Crosswalk crossing flags are a low-cost pedestrian safety solution that can be easily installed and maintained. They are most effective when used in conjunction with other

safety features, such as flashing beacons or pedestrian islands, to create a safer and more visible crossing environment.

Studies have shown that crosswalk crossing flags can increase driver-yielding rates to pedestrians by up to 20% compared to unmarked crosswalks. They are also beneficial for pedestrians with visual impairments, as the flags can provide additional cues for crossing the street.

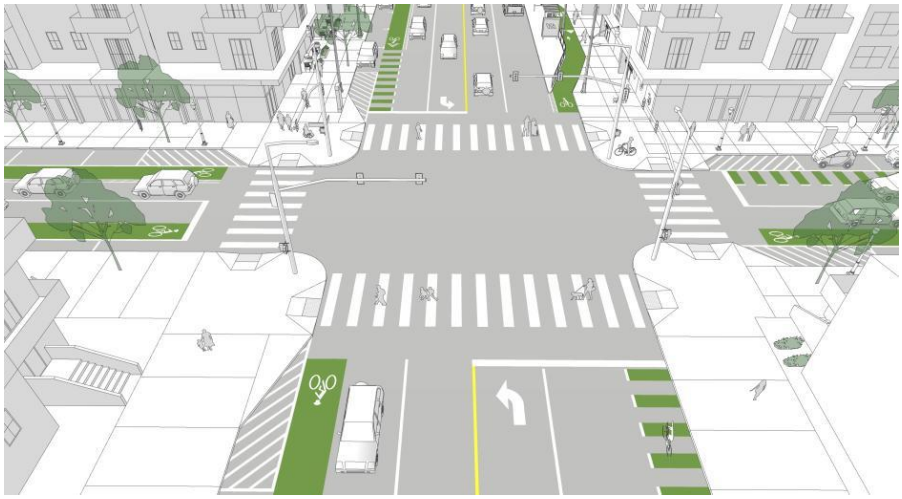
High-Visibility Signs and Pavement Markings

High-visibility signs and pavement markings are a type of pedestrian safety feature that can be used to increase visibility and safety at crosswalks and other pedestrian crossings. These signs and markings are typically designed to be highly visible and easy to read, even in low light or adverse weather conditions.

High-visibility signs may include large, clear pedestrian crossing signs, along with additional signs warning drivers to yield to pedestrians or indicating the presence of a school zone or other pedestrian-heavy area. Pavement markings may include crosswalks painted with highly visible colors, such as white or yellow, and additional markings or patterns designed to draw attention to the crossing.

The use of high-visibility signs and pavement markings is important because it helps to increase the visibility of pedestrian crossings and alert drivers to the presence of pedestrians. This is especially important in areas where there is a high volume of pedestrian traffic or where pedestrians may be difficult to see, such as in low light or bad weather conditions.

Studies have shown that high-visibility signs and pavement markings can increase driver-yielding rates to pedestrians by up to 50% compared to unmarked crosswalks. They are also beneficial for pedestrians with visual impairments, as the markings can provide additional cues for crossing the street.



In-Street Signage

In-street signage is a type of pedestrian safety feature that can be used to increase pedestrian visibility and safety at crosswalks and other pedestrian crossings. These signs are typically installed directly in the street or pavement and are designed to be highly visible to drivers.

In-street signage may include pavement markings or signs that are embedded in the street surface, such as "STOP FOR PEDESTRIANS" or "YIELD TO PEDESTRIANS". These signs may also include additional pavement markings or patterns, such as high-visibility crosswalks or chevrons, that are designed to draw attention to the crossing and alert drivers to the presence of pedestrians.

The use of in-street signage is important because it helps to increase the visibility of pedestrian crossings and alert drivers to the presence of pedestrians. This is especially important in areas where there is a high volume of pedestrian traffic or where pedestrians may be difficult to see, such as in low light or bad weather conditions.

Studies have shown that in-street signage can increase driver-yielding rates to pedestrians by up to 80% compared to unmarked crosswalks. They are also beneficial for pedestrians with visual impairments, as the markings can provide additional cues for crossing the street.

Pedestrian Scale Lighting

Pedestrian scale lighting refers to a type of lighting that is specifically designed for pedestrian environments, such as sidewalks, crosswalks, and plazas. This type of lighting is typically installed at a lower height than traditional streetlights and is designed to provide adequate lighting for pedestrians without creating glare or light pollution.



Pedestrian scale lighting may include a variety of lighting fixtures, such as bollards, pole-mounted fixtures, and wall-mounted fixtures. These fixtures are typically designed to provide a warm, inviting glow that enhances the pedestrian experience and creates a safe and comfortable environment for pedestrians.

The use of pedestrian scale lighting is important because it helps to improve pedestrian safety and comfort by providing adequate lighting for pedestrians to see and be seen by drivers and other pedestrians. It also helps to create a more inviting and attractive environment for pedestrians, which can encourage more walking and other forms of active transportation.



Studies have shown that pedestrian scale lighting can help to reduce pedestrian-vehicle collisions and increase pedestrian activity in urban environments. Additionally, it can help to create a more pleasant and inviting environment for businesses and residents in pedestrian-oriented areas.

Leading Protected Interval

An innovative treatment called the Leading Protected Interval minimizes conflict by allowing pedestrians to enter a signalized intersection before vehicles do.

The walk signal begins three to seven seconds before the parallel street turns green by extending the time all lights are red.

A right turn on red can be prohibited with this device; however, even without the prohibition, the Leading Protected Interval has been shown to reduce crashes by 5 percent.

Raised Crosswalk



Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffc-calming measures that allow the pedestrian to cross at grade with the sidewalk.

In addition to their use on local and collector streets, raised crosswalks can be installed in campus settings, shopping centers, and pick-up/drop-off zones (e.g., airports, schools, transit centers).

Raised crosswalks are fush with the height of the sidewalk. The crosswalk table is typically at least 10 feet wide and designed to allow the front and rear wheels of a passenger vehicle to be on top of the table at the same time. Detectable warnings (truncated domes) and curb ramps are installed at the street edge for pedestrians with impaired vision.

Here are some of the benefits of raised crosswalks:

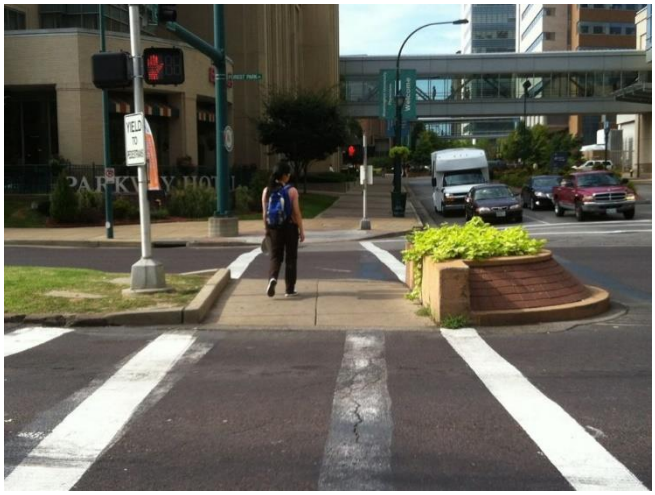
- **Enhanced Pedestrian Safety:** Raised crosswalks provide a visible and physical reminder to drivers that they are entering a pedestrian crossing area. The raised elevation of the crosswalk alerts drivers to slow down and pay closer attention, reducing the risk of vehicle-pedestrian collisions. The increased visibility of the crosswalk can also encourage pedestrians to use designated crossing points, improving their safety.
- **Speed Reduction:** One of the primary purposes of raised crosswalks is to reduce vehicle speeds. The change in road elevation compels drivers to slow down as they approach the crossing, promoting safer driving behavior. The lower speeds in turn create a safer environment for pedestrians, as it allows drivers more time to react to their presence.
- **Traffic Calming:** Raised crosswalks are effective traffic calming measures. By forcing drivers to slow down to navigate the elevated surface, they discourage speeding and aggressive driving behavior. This can help improve overall road safety, reduce the

likelihood of accidents, and create a more pleasant and livable neighborhood environment.

- **Improved Accessibility:** Raised crosswalks can benefit individuals with mobility impairments, including those using wheelchairs, walkers, or other mobility aids. The raised surface provides a more even and accessible transition for pedestrians with limited mobility, making it easier for them to cross the road safely.
- **Community Well-being:** Raised crosswalks contribute to creating pedestrian-friendly communities. By enhancing the safety and comfort of pedestrians, they encourage walking and active transportation, promoting healthier lifestyles and reducing reliance on vehicles. They also foster a sense of community and encourage social interaction by making streets more inviting and pedestrian-oriented.
- **Visual Cues and Awareness:** The physical presence of a raised crosswalk draws attention to the crossing point, increasing awareness among both pedestrians and drivers. The visual cues provided by the raised surface and accompanying signage help reinforce the importance of yielding to pedestrians and encourage compliance with traffic rules.

It's worth noting that the design and placement of raised crosswalks should be carefully considered, taking into account factors such as pedestrian volumes, traffic patterns, and road conditions. Proper signage, markings, and education are also crucial to ensure that all road users understand the purpose and use of the raised crosswalks.

Pedestrian Refuge Island



A pedestrian refuge island, also known as a pedestrian refuge or a pedestrian safety island, is a physical traffic calming feature designed to enhance pedestrian safety when crossing a road with multiple lanes or high traffic volumes. It is a raised or elevated section located in the middle of a roadway, providing a safe haven for pedestrians during their crossing.

The primary purpose of a pedestrian refuge island is to break up the crossing distance for pedestrians, allowing them to cross the road in two stages. Pedestrians can cross to the refuge island, pause safely, and then continue to the other side when it is clear. This reduces the exposure time to traffic and minimizes the risk of accidents.

Key features of a pedestrian refuge island include:

- Raised platform: A pedestrian refuge island is typically raised slightly above the road surface, creating a physical separation between pedestrians and vehicles. This elevation increases the visibility of pedestrians and serves as a visual reminder for drivers to yield.
- Adequate width and length: The island should be wide and long enough to accommodate pedestrians comfortably and allow them to stand while waiting to complete their crossing. It should provide sufficient space for individuals using mobility aids, such as wheelchairs or strollers.
- Markings and signage: Pedestrian crosswalk markings, directional arrows, and appropriate signage indicating the presence of a pedestrian refuge island help to communicate its purpose to both pedestrians and drivers. This visual guidance enhances safety and encourages compliance with traffic rules.
- Accessibility features: Pedestrian refuge islands should be designed to be accessible to all users. They should have curb ramps or sloped surfaces at each end to facilitate wheelchair access and be designed in compliance with relevant accessibility guidelines.

The benefits of pedestrian refuge islands include:

1. Increased pedestrian safety: By providing a designated area for pedestrians to wait while crossing, refuge islands help reduce the risk of accidents and improve pedestrian visibility to drivers.
2. Traffic calming: The presence of a refuge island can serve as a traffic calming measure, as it creates a physical barrier that encourages drivers to slow down and yield to pedestrians.
3. Improved crossing opportunities: Pedestrian refuge islands make it easier and safer for pedestrians, especially those with reduced mobility or slower walking speeds, to navigate and cross wide or busy roadways.
4. Enhanced walkability: By improving pedestrian safety and convenience, refuge islands contribute to creating more pedestrian-friendly environments, encouraging walking as a mode of transportation and promoting healthier communities.

Pedestrian refuge islands are typically implemented at locations where pedestrian volumes and crossing demands are high, such as busy intersections or mid-block crossings near schools, parks, or commercial areas. Proper signage, education, and enforcement are essential to ensure that both pedestrians and drivers understand and follow the intended use of the refuge islands.

Road Diet

Also known as a lane reduction or road reconfiguration, is a transportation planning strategy that involves reallocating the space on a road to provide more balanced and efficient usage for various modes of transportation, such as vehicles, pedestrians, cyclists, and public transit. The primary objective of a road diet is to enhance safety, increase mobility, and improve the overall quality of the urban environment.

Typically, a road diet involves reducing the number of travel lanes on a road. For example, a four-lane road may be transformed into a three-lane road with one lane in each direction and a center-turning lane. In some cases, a road diet may also include the addition of bicycle lanes, wider sidewalks, or the creation of medians to enhance pedestrian safety.

The benefits of implementing a road diet can include:

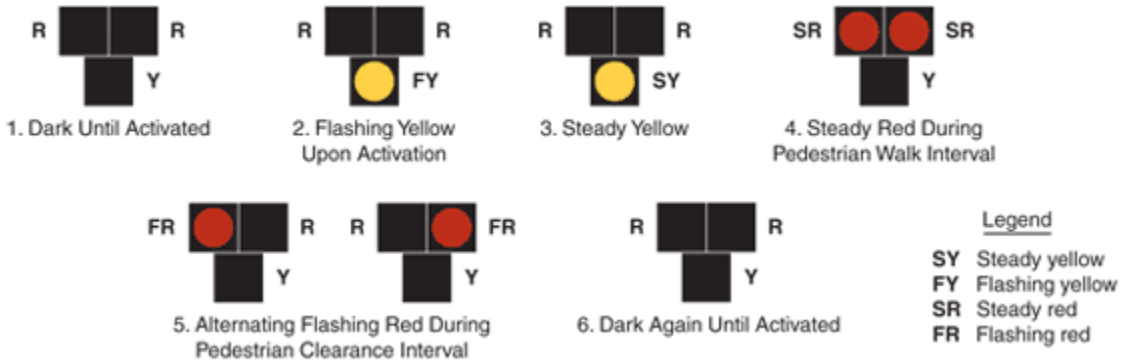
- Improved safety: By reducing the number of lanes, road diets can help lower vehicle speeds, reducing the likelihood and severity of accidents. The addition of bike lanes and pedestrian enhancements can also improve safety for non-motorized users.
- Increased efficiency: Road diets can optimize the flow of traffic by providing designated turning lanes, which can reduce congestion and delay at intersections.
- Enhanced multimodal accessibility: By incorporating bicycle lanes and wider sidewalks, road diets encourage walking and cycling, promoting active transportation and reducing reliance on motor vehicles.
- Improved livability: Road diets often lead to the creation of pedestrian-friendly environments, making streets more inviting, attractive, and vibrant for residents and visitors. This can contribute to the revitalization of neighborhoods and encourage economic activity.
- Environmental benefits: Encouraging non-motorized modes of transportation through road diets can help reduce greenhouse gas emissions, air pollution, and noise levels, leading to a more sustainable and environmentally friendly transportation system.

Road diets are context-specific and should be carefully planned and implemented, considering factors such as traffic volumes, surrounding land use, and community needs. Public engagement and collaboration with stakeholders, including residents, businesses, and transportation agencies, are crucial for the successful implementation of road diets.

Pedestrian Hybrid Beacon



The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain ”dark“ until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow-to-red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.



Nearly 74 percent of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor.1 As a safety strategy to address this pedestrian crash risk, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns the right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay.

In general, PHBs are used where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient or speed limits exceed 35 miles per hour. They are very effective at locations where three or more lanes will be crossed or traffic volumes are above 9,000 annual average daily traffic. Installation of a PHB must also include a marked crosswalk and pedestrian countdown signal. If PHBs are not already familiar to a community, agencies should conduct appropriate education and outreach as part of the implementation.

Curb Extensions/Bulb-Outs

Also known as bulb-outs or curb bump-outs, involve extending the sidewalk at the intersection into the roadway. By narrowing the roadway and reducing crossing distances, curb extensions improve visibility for both pedestrians and drivers, making crossings safer and reducing vehicle speeds during turns.



They can be used at corners and mid-block. Curb extensions enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.

Generally, these benefits are greater the further the bulb-out extends into the roadway and the tighter the turn radius created by the bulb-out, but should be balanced against roadway characteristics and the needs of large vehicles to navigate turns.

Curb extensions can often be lengthened to create public spaces, landscaped areas, or transit waiting areas. They can also be employed as neck-downs or chokers, traffic calming techniques that reduce vehicle travel lanes.

Curb extensions can have the following benefits:

- Increased pedestrian visibility at intersections through improved sightlines.
- Decreased pedestrian exposure to vehicles by shortening the crossing distance.
- Reduced vehicle turn speeds by physically and visually narrowing the roadway.
- Increased pedestrian waiting space.
- Additional space for street furnishings, plantings, and other amenities.
- Reduced illegal parking at corners crosswalks and bus stops.
- Facilitated the ability to provide two curb ramps per corner.

Green Bike Lanes

Green bike lanes, also known as colored bike lanes or cycle tracks, are designated lanes on roads or streets that are painted with a distinctive green color to indicate a safe and dedicated space for bicyclists. These lanes are part of efforts to improve cycling infrastructure in urban areas and encourage more people to use bicycles as a mode of transportation. The bright green color stands out from the surrounding road surface, making it highly visible to both cyclists and motorists. This increased visibility helps reduce the likelihood of accidents by alerting drivers to the presence of cyclists and encouraging them to exercise caution.



Green bike lanes provide a physical separation between bicycles and motor vehicles, which helps create a safer environment for cyclists. The clear demarcation helps prevent cars from encroaching into the bike lane, reducing the risk of collisions. At intersections, where the paths of cyclists and motorists frequently intersect, green bike lanes can serve as conflict zones. The green color highlights these areas and alerts all users to be more cautious and observant.

Sharrows

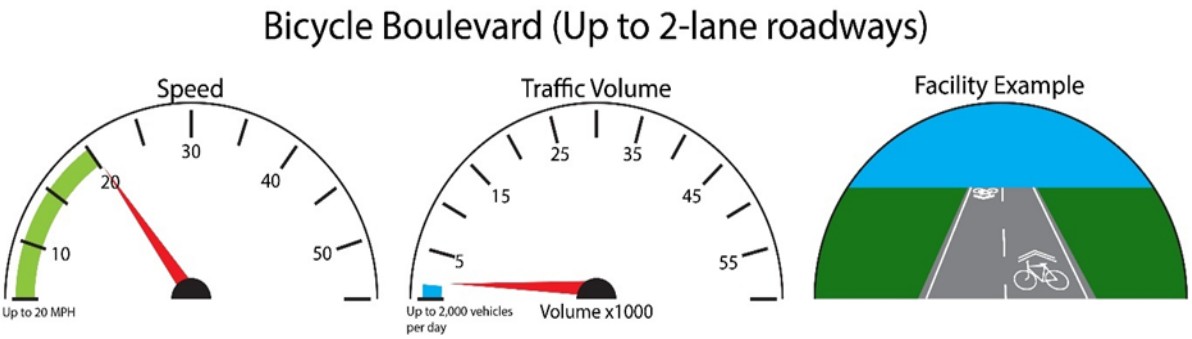
Sharrows are road markings or pavement symbols used in urban areas to indicate that a particular lane or road is intended for shared use by both bicycles and motor vehicles. These markings are often used to promote safer interactions between cyclists and motorists and to help guide cyclists along designated routes. Examples in Pensacola include Cervantes Street near 17th Avenue and Spring Street between Main Street and Cervantes Street.



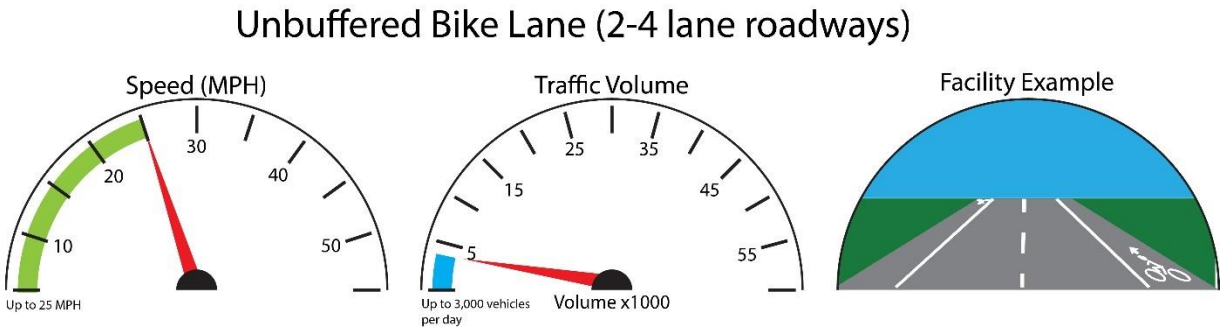
NACTO Guidelines

The National Association of City Transportation Officials (NACTO) is a membership organization that provides guidance and support to cities across North America in developing and implementing sustainable transportation policies and practices. NACTO has developed design recommendations for bicycle and pedestrian infrastructure that aim to promote safety, comfort, and accessibility for all users. Here are some key recommendations:

1. **Bicycle boulevards (Shared Roadways)** are designed for low-speed and volume traffic streets. Bicycle Boulevards should only be applied to streets with a local functional classification, a posted speed limit of 20 mph or lower, and an Average Daily Traffic (ADT) of approximately 2,000 vehicles per day or less. The infographic below provides a visual representation.



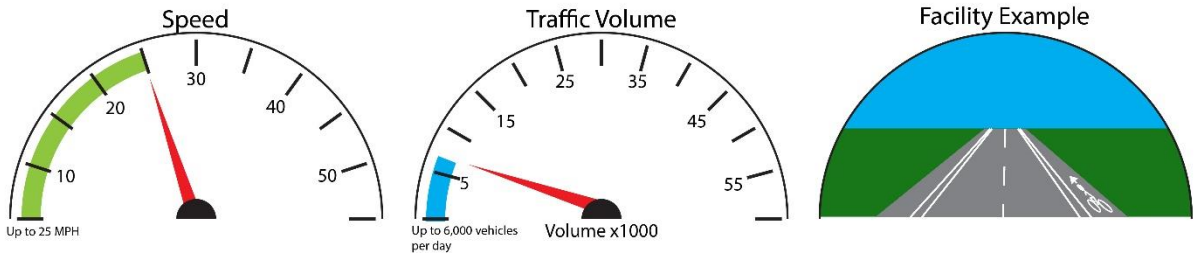
2. **Unbuffered bicycle lanes** are designed for low-speed and volume streets. Unbuffered bicycle lanes should only be applied to streets with a local or collector functional classification with low curbside activity. The posted speed limit should be 25 mph or less and the ADT should be approximately 3,000 vehicles per day or less. The infographic below provides a visual representation.



3. **Buffered bicycle lanes** are designed for low to moderate-speed and volume streets. Buffered bicycle lanes should be applied to streets with a local or collector functional classification with low curbside activity. The posted speed limit should be 25mph or

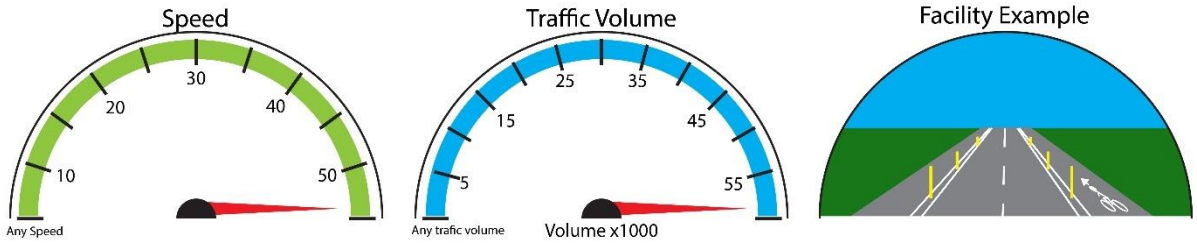
less and the ADT should be approximately 6,000 vehicles per day or less. The infographic below provides a visual representation.

Buffered Bicycle Lanes (2-4 lane roadways)



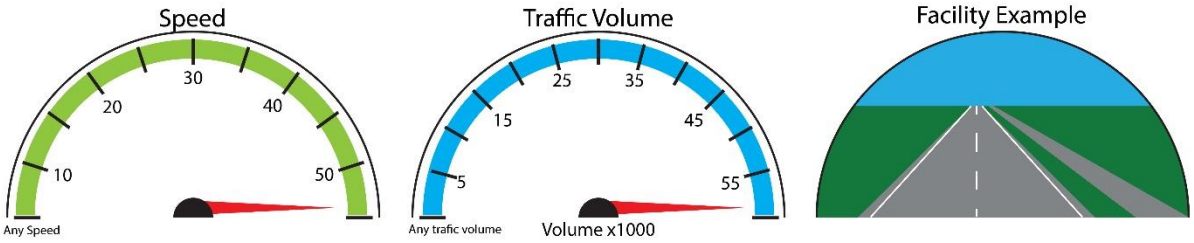
4. **Protected bicycle lanes** are designed for most street types and can be applied to local, collector, or arterial functionally classified roadways. The posted speed limit and ADT can vary. Protected bicycle lanes can be applied to arterial or collector functionally classified streets. They are similar to buffered bicycle facilities in that they have horizontal separation from auto traffic, however, additional vertical treatments are applied such as flexible delineators, bollards, or curb-stops are utilized to further enhance protection for vulnerable road users. The infographic below provides a visual representation.

Protected Bicycle Lanes (2+ lane roadways)



5. **Shared-use paths** NACTO recommends the use of shared-use paths, which are typically wider than traditional sidewalks and are designed for use by both pedestrians and bicyclists. Shared-use paths can provide a safe and comfortable option for both modes of transportation, especially in areas where there is limited space for separate facilities. Shared Use paths are designed for most street types and can be applied to local, collector, or arterial functionally classified roadways. The posted speed limit and ADT can vary. A shared-use path separates vulnerable road users (bicyclists and pedestrians) from motor-vehicle traffic. The infographic below provides a visual representation.

Shared Use Path (2+ lane roadways)



6. Crossings: NACTO recommends the use of pedestrian crossings that prioritize the safety and comfort of walkers and cyclists, such as raised crosswalks, mid-block crossings, and pedestrian refuge islands. These features can help reduce the risk of crashes and improve the overall experience for all users.
7. Intersection design: NACTO recommends intersection designs that prioritize the safety and convenience of all users, including pedestrians, cyclists, and transit riders. These designs can include protected bike lanes, bike boxes, advanced stop lines, and dedicated turn lanes.
8. Wayfinding and signage: NACTO recommends the use of clear and consistent wayfinding and signage to help cyclists and pedestrians navigate the transportation network. This can include signage for bike routes, bike parking, and transit connections, as well as pavement markings and directional signs.

NACTO's design recommendations for bicycle and pedestrian infrastructure prioritize the safety, comfort, and convenience of all users and are based on best practices from cities across North America. These recommendations can help cities develop transportation systems that are sustainable, equitable, and accessible to all.

Section 7.0 Policy and Program Recommendations



7.0 Policy and Program Recommendations

This section provides potential policies and programs that can be developed in the study area. In order to realize the vision of a more walkable and bikeable region, the TPO and the local municipalities must work together to take advantage of their specific roles. The Florida-Alabama TPO must take advantage of its role in prioritizing federal transportation dollars, providing technical assistance for regional partners, and convening regional leaders around regionally significant policy issues. The local governing bodies, municipal staff, and stakeholders should take advantage of their roles by incorporating appropriate elements into their local policies and systems. Because walking and biking are best suited for shorter trips at the local level, engagement by local leaders is critical for these policies to be successful.

Table 7-1 Policy and Program Recommendations Summary

Policy/Program	TPO	Local
Agency and Staff Training	Lead	Support
Walk-Friendly and Bike-Friendly Community Programs	Lead	Support
Transportation Demand Management Programs	Lead	Support
Safe Routes to School	Lead	Support
Pedestrian Safety/Driver Safety Program	Lead	Support
Sidewalk Infill Prioritization and Maintenance	Support	Lead
Adopt a Vision Zero Policy	Lead/Support	Lead
Adopt a Complete Streets Policy	Lead/Support	Lead
Establish Speed Reduction Policies	Support	Lead
Enhanced Land Development Regulations (LDRs)	Support	Lead
Mapping and Data Policy	Support	Lead
Regional Collaboration	Lead	Support
Maintenance of Facilities	Support	Lead
Safety	Support	Lead
Trails Policy	Lead/Support	Lead/Support

Agency and Staff Training

Public agency staff have many opportunities to contribute to making the Florida-Alabama region a great place to walk and bike. Training programs provide core knowledge for TPO staff, technical and advisory committees, elected officials, and transportation professionals on design and implementation of Complete Streets and safe street design. Educating professional staff about bicycle and pedestrian issues helps staff understand why and how to include bicycle and pedestrian accommodations in roadway projects and developments.

Professional development courses provide training to transportation and other professionals who may not have received extensive experience or training in pedestrian and bicycle facilities. Webinars and courses are available through the Association of Bicycle and Pedestrian Professionals (APBP), the Pedestrian and Bicycle Information Center (PBIC), and others. Sample topics include bicycle and pedestrian design standards, complete streets concepts, how to coordinate with other departments on bicycle and pedestrian projects and funding opportunities.

STRATEGY

Identify training opportunities for the TPO board and staff, advisory committees, city and county engineers, planners, police, and other staff may include:

- Developing a Complete Streets Policy/Context-Sensitive Design.
- NACTO Design Guidance for pedestrian and bicycle facilities.
- Creating a Pedestrian Safety Action Plan.
- Implementing a Vision Zero Policy.
- Pedestrian-Friendly Streetscape Design.
- Parking Policies and Land Use for Walkability.



Walk-Friendly & Bike-Friendly Community Programs

Walk-friendly and bicycle-friendly community programs are initiatives aimed at creating communities that are safe, convenient, and accessible for pedestrians and cyclists. These programs promote active transportation, which has numerous benefits for individuals, communities, and the environment.

Walk-friendly programs typically include improvements to sidewalks, crosswalks, and pedestrian crossings, as well as educational campaigns to encourage walking and the use of public transportation. These programs often involve partnerships between local government, transportation agencies, community organizations, and businesses.

Some examples of walk-friendly initiatives include the creation of pedestrian zones or plazas, the installation of benches and other amenities, and the implementation of traffic calming measures such as speed humps or roundabouts.

Bicycle-friendly programs, on the other hand, focus on improving cycling infrastructure such as bike lanes, bike paths, and bike parking facilities. These programs also involve education campaigns to encourage safe cycling practices and the use of bicycles for transportation.

Some examples of bicycle-friendly initiatives include the installation of bike lanes and bike parking facilities, the creation of bike-sharing programs, and the promotion of bike-to-work days.

Both walk-friendly and bicycle-friendly community programs have many benefits. They can help reduce traffic congestion, improve air quality, promote physical activity, and create more vibrant and livable communities. They also have the potential to reduce transportation costs for individuals and businesses and improve access to employment, education, and other services.

Walk-friendly and bicycle-friendly community programs are important initiatives that can help promote active transportation, improve public health, and create more sustainable communities. These programs require collaboration between government agencies, community organizations, and businesses, as well as a commitment to long-term planning and investment.

STRATEGY

Cities, Counties, Universities, and even businesses in the region can use the Walk Friendly and Bike Friendly Community Framework for:

- Self-evaluation and comparison with other regional communities
- Developing master plans and implementation/capital plans
- Marketing to businesses, visitors, and residents
- Increasing programming in underserved areas
- Grant applications

Transportation Demand Management Programs

Transportation Demand Management (TDM) initiatives can develop information and incentives aimed at relieving travel demand by encouraging and facilitating the use of bicycle, pedestrian, transit, and ridesharing options. The Florida-Alabama TPO Unified Planning Work Program (UPWP) lists Transportation Demand Management as a key objective.

Workers and residents in the TPO region may not be aware of all the transportation options that are available to them, such as walking, biking, carpooling, and transit options. Furthermore, workers and residents may need more incentives to use all forms of transportation and to rely less on automobiles. Service offerings should include ride-matching services, carpool incentive programs that offer reserved spaces and reduced parking rates for pooled vehicles, residential outreach, transit benefit assistance to employers, telework programs, marketing, guaranteed ride home (GRH) program, bike-sharing, carsharing, and commuter stores to assist commuters to purchase transit passes.

STRATEGY

Establish a transportation demand management (TDM) program to manage congestion, encourage and incentivize residents and visitors to use all forms of transportation, and shift single occupancy vehicle trips to non-motorized modes.



Safe Routes to School



Safe Routes to School (SRTS) is a national effort to encourage students and families to walk and bicycle to school, improving transportation safety through targeted infrastructure improvements and enforcement, walking and biking safety education, and encouragement programs.

While SRTS efforts focus on transportation and behaviors at individual schools, a regional approach for SRTS can help practitioners coordinate their efforts better, establishing best practices and reducing administration and program development costs.

Regional support for SRTS by the TPO could take the form of:

- Coordinating efforts between jurisdictions and districts, helping practitioners build on lessons learned from work being done in similar communities
- Developing a central repository of information about SRTS, from mapping, planning efforts, and funding to participate in activities.
- Providing guidance for consistent SRTS data collection and reporting throughout the region, enabling local programs to quickly and efficiently collect data and report back to the public
- Supporting local efforts by promoting SRTS, whether via a regular progress report, outreach/informational materials, or campaign materials
- Providing technical assistance to the schools or districts with the most disadvantages, to ensure that all students have access to resources and can take advantage of them
- Building local capacity for implementation by creating template materials and guidebooks and/or providing training to help local programs understand the toolkit of SRTS activities.

STRATEGY

Establish a regional Safe Routes to School Task Force to coordinate efforts with and across local school districts.

Pedestrian Safety / Driver Safety Program

Pedestrian safety and driver safety education campaigns target motorists and those walking, biking, and taking transit to create a shared sense of responsibility among all roadway users, rather than singling out one user group.

Each municipality should collaborate on a comprehensive safety campaign that addresses the safety needs of residents of all ages and abilities by promoting a sense of responsibility toward protecting the safety of more vulnerable users, i.e., walkers and bicyclists.

STRATEGY

Implement a comprehensive safety campaign that includes education, encouragement, and enforcement components. Implement a safety campaign in conjunction with Vision Zero efforts and include Safe Routes to School programming.









Sidewalk Infill Prioritization & Maintenance

A regular maintenance schedule for all facilities helps protect investments and ensure a high-quality user experience. Existing facilities such as sidewalks, crosswalks, bike lanes, and trails should be evaluated to determine whether the existing maintenance plan is working and to make improvements.

Sidewalk infill and maintenance policies can identify sidewalk gaps, and develop strategies, project prioritization criteria, and funding for completing these gaps. Potential project prioritization criteria include filling gaps along key pedestrian routes, near major pedestrian trip generators like schools, transit routes, and along streets with high vehicle volumes. Regular maintenance of existing infrastructure can ensure proper use and visibility of walkways and bikeways.

Aligning pedestrian, bike, and transit upgrades and safety improvements with maintenance projects ensures that the upgrades are implemented frequently and efficiently.

STRATEGY

To develop a sidewalk maintenance program:

1. Gather data on sidewalk conditions (a prioritization system may be necessary in larger areas).
2. Identify funding needs.
3. Develop a funding plan.
4. Prioritize corridors for improvements based on condition and need.
5. Create a transparent and accessible schedule of upcoming repairs.



Image: East Bay Blvd Multi-Use Path Source: Study Team

Adopt a Vision Zero Policy

FDOT Vision Zero is a safety initiative launched by the Florida Department of Transportation (FDOT) to eliminate all traffic fatalities and severe injuries on Florida's roads. The initiative is based on the premise that every life lost on Florida's roads is one too many and that safety should be the top priority for everyone using the state's transportation system.



FDOT Vision Zero uses a data-driven approach to identify the most dangerous roads, intersections, and other high-risk areas and then implements a range of safety improvements to reduce the likelihood of crashes and make it safer for people to walk, bike, and drive. The initiative also promotes public awareness and education about safe driving behaviors and encourages community involvement to help make roads safer for everyone.

The FDOT Vision Zero initiative aims to achieve its goal of zero fatalities and serious injuries by 2050. The initiative is part of a broader national and international movement focused on reducing traffic fatalities to zero, and it has gained widespread support from policymakers, transportation experts, and safety advocates across the state. This policy can help develop a holistic program for prioritizing Engineering solutions and using Enforcement, Education, and Encouragement together to support safety outcomes.

STRATEGY

The TPO is to lead the development and adoption of Vision Zero Policies or Resolutions where they do not already exist. The TPO can take action at the regional level by prioritizing funding to projects that reduce crash risk on high-crash corridors to improve safety, such as adding bike lanes, sidewalks, or traffic calming measures.

The TPO can conduct outreach and education programs to promote safe driving behaviors and encourage the use of alternative modes of transportation, such as biking, walking, and public transit. They also work with community groups to identify local safety concerns and develop solutions that are tailored to the specific needs of each community.

The TPO plays a vital role in supporting the FDOT Vision Zero policy by incorporating safety into transportation planning, prioritizing safety projects, and working with stakeholders to promote safe driving behaviors and improve transportation safety for all road users.

Adopt a Complete Streets Policy

A complete street safely accommodates all users, whether traveling on foot, by bike, transit, or car. Complete Streets create livable spaces for all ages to enjoy, with wide sidewalks, safe crossings, abundant bicycle facilities, and easy transit access.

The policy was adopted by FDOT in 2014 and requires all FDOT projects to consider the needs of all users, including pedestrians, bicyclists, transit riders, and motorists.

The FDOT Complete Streets policy is based on the idea that streets should be designed to serve the needs of all users, not just cars. This means designing streets that are safe, accessible, and convenient for people of all ages and abilities to walk, bike, and take public transit. The policy also recognizes the importance of incorporating green infrastructure and reducing the environmental impact of transportation.

The FDOT Complete Streets policy requires FDOT to consider the needs of all users in the planning, design, construction, operation, and maintenance of all FDOT projects. This includes considering the needs of pedestrians, bicyclists, transit riders, and motorists when designing and building roads, bridges, sidewalks, bike lanes, and transit facilities. The policy also requires FDOT to collaborate with local governments, transit agencies, and community groups to identify local needs and develop solutions that work for everyone.

The FDOT Complete Streets policy has helped to improve the safety and accessibility of Florida's roads for all users. By taking a holistic approach to transportation planning and design, FDOT is creating a more sustainable and equitable transportation system that benefits everyone.

STRATEGY

Local jurisdictions to lead the development and adoption of Complete Streets Policies or Resolutions where they do not already exist. The TPO can take action at the regional level by prioritizing funding to project sponsors that have their own Complete Streets policies, or by requiring that project sponsors implement the project with respect to complete streets principles.



Establish Speed Reduction Policies



People walking and biking are disproportionately threatened by even small increases in traffic speed. As vehicle speeds increase, the risk of death for pedestrians increases dramatically. At 25mph, the risk of death for pedestrians is only about 11%. At 35mph, the risk increases to about 32%. At 45mph, 65% of pedestrians suffer fatal injuries. Slower traffic speeds may also promote physical activity by making the roads safer and more comfortable for people walking and biking. Unsafe traffic speeds are the result of roadway designs that encourage higher speeds, speed limits that are set too high, and people driving faster than set speed limits. Proven measures exist to reduce vehicle speeds to levels that are safer for everyone on the road.

STRATEGY

Design and retrofit road networks to ensure safe speeds for all road users. This includes setting a target speed, the speed you intend for drivers to go, rather than using 85th percentile operating speeds, when designing roadways. Use context-appropriate speed reduction mechanisms such as lane width reductions, medians, chicanes, speed humps, street trees, and on-street parking to encourage drivers to slow down.

Set speed limits for the safety of all road users. For urban arterial roadways, this means a maximum of 35mph. Some urban arterials fall outside of built-up areas where people are likely or permitted to walk or bike. In these highway-like conditions, a higher target speed may be appropriate. In neighborhood settings, many cities around the country are moving toward 20mph posted speeds to improve safety and increase livability.

Enforce speed limits. Law enforcement officers play a key role in promoting safe driving behavior. Consistent enforcement can have a big impact on driver behavior over the long term.

Enhanced Land Development Regulations (LDRs)

Enhanced Land Development Regulations (LDRs) for bike and pedestrian programs are a set of regulations and guidelines aimed at promoting and supporting active transportation options, such as walking and cycling, in land development and urban planning. These regulations ensure that new developments and redevelopment projects prioritize pedestrian and cycling infrastructure, making communities more walkable and bike-friendly.

STRATEGY

Implementing enhanced LDRs for bike and pedestrian programs requires coordination among various stakeholders, including local governments, urban planners, developers, transportation departments, and community members. By prioritizing active transportation in land development regulations, communities can create more walkable and bike-friendly environments, leading to improved public health, reduced traffic congestion, and enhanced quality of life for residents.

Here are some key aspects and strategies to implement enhanced LDRs for bike and pedestrian programs:

1. Mixed-Use Zoning and Density: Encourage mixed-use zoning that integrates residential, commercial, and recreational areas within walking or biking distance, reducing the need for car travel.

2. Complete Streets Policies: Adopt Complete Streets policies that require streets to be designed and maintained with all users in mind, including pedestrians, cyclists, and motorists.

3. Connectivity and Access: Promote interconnected pedestrian and cycling networks by requiring developments to provide sidewalks, bike lanes, and pedestrian crossings that link to existing infrastructure.

4. Sidewalk Requirements: Mandate sidewalks on both sides of streets in all new developments and prioritize sidewalk infill projects in existing areas to ensure continuous pedestrian pathways.

5. Bicycle Parking and Facilities: Require the provision of secure and convenient bicycle parking facilities in commercial and residential developments to support cycling.

6. Transit-Oriented Development (TOD): Encourage TOD by allowing higher-density development near transit stations, making it easier for residents to access public transportation and walkable areas.

7. Safe Crossings and Traffic Calming: Require pedestrian-friendly crossings and traffic calming measures, such as raised crosswalks, pedestrian islands, and reduced speed limits near schools and high-foot-traffic areas.

8. Design Guidelines: Develop design guidelines that promote pedestrian and cycling-friendly features in new developments, including wide sidewalks, tree-lined streets, and well-marked bike lanes.

9. Green Spaces and Trails: Promote the creation of green spaces, parks, and trails within developments, providing residents with accessible places for walking, running, and cycling.

10. Incentives for Developers: Offer incentives or density bonuses to developers who incorporate pedestrian and cycling infrastructure beyond the minimum requirements in their projects.

11. Community Engagement: Involve the community in the development of enhanced LDRs to ensure that the regulations align with the needs and preferences of residents.

12. Monitoring and Compliance: Establish mechanisms to monitor compliance with the enhanced LDRs and enforce the regulations to ensure developers adhere to the pedestrian and cycling-friendly requirements.

13. Long-Term Planning and Funding: Incorporate pedestrian and cycling infrastructure planning into long-term transportation and urban development plans and secure funding for their implementation.

14. Public Awareness and Education: Conduct public awareness campaigns to inform residents and developers about the benefits of enhanced LDRs for bike and pedestrian programs and the positive impact on the community.

Section 8.0
Implementation Strategy



8.0 Implementation Strategy

The implementation strategy provides guidance on administering this master plan. The implementation of bicycle and pedestrian improvements frequently takes a creative approach based on a variety of elements. This section provides an example of what a potential approach may include.The implementation strategy is divided into two sections: **Study Prioritization** and **Funding Opportunities**.

The purpose of this strategy is to offer a potential method of project and study implementation. In addition to the priorities listed in this section, other factors should be considered when moving projects and studies forward such as funding, project and improvement momentum, local priorities, planned improvements, other studies, etc.

8.1 Funding Opportunities

The federal and state governmental agencies provide funding opportunities for bicycle and pedestrian projects through various programs aimed at improving transportation infrastructure, safety, and accessibility. Here are some of the most notable funding programs:

State Funding Sources

Shared-Use Nonmotorized (SUN) Trail Program: The SUN Trail program provides funding for the development of shared-use paths and trails for pedestrians and bicyclists. The program is administered by FDOT and provides up to 80% of the total project cost. The SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails; it is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network. The FGTS is developed and overseen by the Florida Department of Environmental Protection. *Not all trails are within the SUN Trail network*.

Safe Routes to School (SRTS) Program: The SRTS program provides funding for projects that encourage children to walk or bike to school safely. The program is administered by FDOT and provides up to 100% of the total project cost. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Those barriers include a lack of infrastructure, unsafe infrastructure, and a lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

Recreational Trails Program (RTP): The RTP provides funding for the development and maintenance of recreational trails, including pedestrian and bicycle trails. The program is administered by the Florida Department of Environmental Protection (FDEP) and provides up to 80% of the total project cost. The maximum permissible request for non-motorized single-use is $400,000. The maximum permissible request for non-motorized diverse-use is $500,000. The maximum permissible request for motorized projects is $1 million. Match requirements apply.

Florida Job Growth Grant Fund: The Florida Job Growth Grant Fund provides funding for infrastructure projects that promote economic development and create jobs, including bicycle and pedestrian projects. The program is administered by the Florida Department of Economic Opportunity (FDEO) and provides up to 50% of the total project cost.

Surface Transportation Block Grant Program (STBG): The STBG provides flexible funding for a wide range of transportation projects, including bicycle and pedestrian facilities. The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Highway Safety Improvement Program (HSIP): The HSIP program provides funding for projects that improve safety on the nation's highways, including bicycle and pedestrian safety. States and local governments can use HSIP funds to implement safety improvements, such as installing crosswalks, improving lighting, and constructing bike lanes.

Bridge Replacement and Rehabilitation Program (BRRP) The Bipartisan Infrastructure Law (BIL) appropriates $5,500,000,000 for the BFP under the Highway Infrastructure Program for each of Fiscal Years (FY) 2022 through 2026. Funds are distributed to the States by a statutory formula (after set-asides for Federal Highway Administration (FHWA) administration and operations and Tribal transportation facility bridges). Funds are available for pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations.

Transportation Alternatives Set-Aside Program (TA): Florida receives funding by contract authority from the United States Department of Transportation's Federal Highway Administration (FHWA) through the Surface Development Block Grant. Subject to the overall federal-aid obligation limitation, a portion of these allocations are for transportation

"alternatives" or "enhancements". FDOT administers this federal funding, now known as the Transportation Alternatives Set-Aside program (TA), through a competitive process. TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990.

FHWA Office of Human Environment's Measuring Multimodal Network Connectivity Pilots: Pilot projects using multimodal network connectivity measures for performance-based planning and/or project development. This project will assist State departments of transportation (DOTs), metropolitan planning organizations (MPOs), and regional transportation planning organizations (RTPOs) in operationalizing multimodal network connectivity measures into performance-based planning and/or a project development approach.

Each pilot project will, at a minimum:

1. Identify the performance-based planning or project development context.
2. Define the multimodal connectivity analysis method.
3. Assemble applicable data.
4. Compute performance metrics.
5. Package the results for use in decision-making.

Examples of relevant pilot project activities may include, but are not limited to multimodal connectivity analysis related to:

- Long-range transportation plans.
- Transportation improvement programs.
- Bicycle and pedestrian plans.
- Corridor analysis.
- National Environmental Policy Act review.

Pilot projects must include case study reports showing practical implementation of the *FHWA Guidebook for Measuring Multimodal Network Connectivity* that peer stakeholders could use.

Surface Transportation Program (STP). The STP is a federal aid program that provides funding to states and local governments for a variety of surface transportation projects, including those that improve pedestrian and bicycle mobility and safety.

Under the STP program, states are required to set aside a portion of their funding specifically for transportation alternatives, which can include bicycle and pedestrian projects. The transportation alternatives funding can be used to support a wide range of projects, including the construction of bike lanes and paths, the installation of pedestrian safety features, the

development of bike-sharing programs, and the implementation of educational programs for pedestrians and cyclists.

In addition, STP funds can also be used to support larger transportation infrastructure projects that include bicycle and pedestrian components, such as the construction of bridges or tunnels that include bike and pedestrian lanes or the development of multi-use trails.

The Florida Department of Transportation (FDOT) Safety Grants: The FDOT State Safety Office awards subgrants to traffic safety partners that undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.

Subgrants are awarded to state and local safety-related agencies as "seed" money to assist in the development and implementation of programs in traffic safety priority areas. Funding for these subgrants are apportioned to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road miles. Occasionally, additional funding may be available for projects in other program areas if there is documented evidence of an identified problem.

The Florida Department of Transportation (FDOT) Rails to Trails Program The FDOT Rails to Trails Program is a statewide initiative that seeks to convert abandoned or unused rail corridors into multi-use trails for pedestrians, bicyclists, and other non-motorized users. The program was established in 1993 and has since played a significant role in the development of Florida's extensive trail network.

Through the Rails to Trails Program, FDOT provides funding and technical assistance to local communities and other partners for the acquisition, design, construction, and maintenance of multi-use trails. The program also works to promote the use of these trails for recreation, commuting, and other purposes.

One of the key goals of the Rails to Trails Program is to provide safe and accessible trail connections that allow people to travel between communities, parks, natural areas, and other destinations. This helps to promote active lifestyles and supports Florida's tourism industry.

The Rails to Trails Program has been instrumental in the creation of many popular trails in Florida, including the Withlacoochee State Trail, the Gainesville-Hawthorne State Trail, and the Pinellas Trail. The program has also been involved in the development of the Florida Coast-to-Coast Trail, a 250-mile trail that will connect the Gulf of Mexico to the Atlantic Ocean.

Florida Recreation Development Assistance Program (FRDAP): The Land and Recreation Grants staff administers grants to local governments through the Florida Recreation Development Assistance Program (FRDAP).

This competitive, reimbursement grant program provides financial assistance for the acquisition or development of land for public outdoor recreation. Eligible participants include all county governments, municipalities in Florida, and other legally constituted local governmental entities with the responsibility for providing outdoor recreational sites and facilities for the general public.

The maximum grant request may not exceed $200,000. An applicant's requested grant funds may be revised by the department due to the availability of program funds. Grant awards are contingent upon appropriation by the Florida Legislature.

The National Park Service – Rivers, Trails, and Conservation Assistance program (NPS-RTCA) supports locally-led conservation and outdoor recreation projects across the United States. NPS-RTCA assists communities and public land managers in developing or restoring parks, conservation areas, rivers, and wildlife habitats, as well as creating outdoor recreation opportunities and programs that engage future generations in the outdoors.

NPS-RTCA does not provide financial assistance or monetary grants. As a collaborative partner, we provide professional services to help you achieve your conservation and outdoor recreation project vision. Through an application process, community groups, nonprofit organizations, tribal governments, national parks, and local, state, and federal agencies can apply for NPS-RTCA technical assistance.

Florida Division of Forestry (Urban and Community Forestry Grant Program) As part of the federal government's Urban and Community Forestry Matching Grant Program, funds will be available to organizations to develop or enhance their urban and community forestry programs.

Awards are made as 50-50 matching grants (50 percent federal, 50 percent applicant) to local governments, educational institutions, Native American tribal governments, and legally organized nonprofit (volunteer) organizations.

The Land and Water Conservation Fund (LWCF) Program is a federal program authorized by Congress that provides for the acquisition or development of land for public outdoor recreation. LWCF funds are appropriated by Congress to the U. S. Department of the Interior, National Parks Service (NPS), and NPS allocates the funds through state agencies as a grant program to state and local governments. It is administered at the state level by the Florida Department of Environmental Protection.

Eligible applicants include county governments and incorporated municipalities of the state of Florida and other legally constituted local governmental entities with the legal responsibility for

the provision of outdoor recreational sites and facilities for the use and benefit of the general public.

The maximum grant request for development projects may not exceed $1.5 million. The maximum grant request for acquisition projects may not exceed $1.5 million. An applicant's requested grant funds may be revised by the department due to the availability of program funds. Grant awards are contingent upon appropriation by the federal government.

RAISE Grant Program. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, formerly known as the BUILD grant program, can be a valuable source of funding for bicycle and pedestrian projects, particularly for larger-scale initiatives that may require significant resources and support. However, the grant application process is competitive. RAISE grants are awarded by the U.S. Department of Transportation to support a wide range of transportation infrastructure projects, including those that improve pedestrian and bicycle mobility and safety.

To be eligible for RAISE grant funding, bicycle and pedestrian projects must be part of a larger transportation infrastructure plan that addresses one or more of the following goals: improving safety, reducing congestion, enhancing economic competitiveness, and improving environmental sustainability. The projects must also demonstrate a clear public benefit, and include a cost-sharing component.



Infrastructure for Rebuilding America (INFRA) Grant Program. INFRA grants can be used to fund bicycle and pedestrian projects. The INFRA grant program is administered by the U.S. Department of Transportation and provides funding to support transportation infrastructure projects of national or regional significance.

Bicycle and pedestrian projects may be eligible for INFRA grant funding if they are part of a larger transportation infrastructure plan that addresses one or more of the following goals: improving safety, reducing congestion, enhancing economic competitiveness, and improving environmental sustainability. In addition, the project must demonstrate a clear public benefit, include a cost-sharing component, and align with the INFRA program's funding priorities.

It is worth noting that the INFRA grant program is highly competitive, and project sponsors must meet strict eligibility criteria and demonstrate a significant national or regional impact to be considered for funding. Additionally, INFRA grants typically require a significant cost-sharing component, which may make them more challenging to obtain for smaller-scale bicycle and pedestrian projects.

Federal Lands Highway Program (FLHP) FLHP funds may be used to construct roads and trails within or adjacent to (or, in some cases, providing access to) federal lands. While the primary focus of the program is on roads and highways, it can also fund projects that enhance non-motorized transportation, including bicycle and pedestrian facilities, if they serve a transportation purpose and are located on federal lands. However, it's important to note that funding for these types of projects is often limited, and project sponsors must compete for available funds through a grant process.

The AmeriCorps National Civilian Community Corps (NCCC) The NCCC is a federal program that engages young adults in national service projects aimed at addressing community needs across the United States. While the program has a broad focus on service, it does support bicycling in several ways.

Firstly, AmeriCorps NCCC teams often work on projects that involve building or improving trails, greenways, and other bicycle infrastructure. For example, NCCC teams may help construct bike paths, install bike racks, or perform maintenance on existing bike facilities. These projects help to increase access to safe and convenient bicycling infrastructure, which can encourage more people to choose biking as a sustainable transportation option.

Secondly, AmeriCorps NCCC teams may also work with local organizations to promote bicycling and educate the public about bike safety. This can include organizing bike safety workshops, leading bike rides, or distributing information about bike laws and regulations. By raising awareness about bicycling and promoting safe cycling practices, AmeriCorps NCCC teams help to build stronger and more bike-friendly communities.

The American Hiking Society's National Trails Fund This is a grant program that supports the development, maintenance, and preservation of hiking trails across the United States. The program provides funding for a wide range of trail-related projects, including the construction and restoration of hiking trails, trailhead facilities, and related infrastructure.

The National Trails Fund aims to support projects that enhance the hiking experience for trail users and promote responsible and sustainable use of public lands. The program prioritizes projects that involve partnerships between local organizations, volunteer groups, and land management agencies, and that engage the local community in trail planning, construction, and maintenance.

To be eligible for funding from the National Trails Fund, a project must align with the program's mission and meet certain criteria, such as:

- Demonstrating a clear need for trail improvements.
- Providing a benefit to the hiking community.
- Being located on a public or nonprofit-owned trail.

- Having a realistic budget and timeline.
- Having a plan for long-term maintenance and sustainability.

The National Trails Fund typically awards grants ranging from $500 to $5,000, although larger grants may be available for exceptional projects. The program accepts grant applications annually and distributes funds based on available resources and the quality of proposed projects.

Private Funding Sources

Private funding can play an important role in supporting bicycle and pedestrian projects, particularly in cases where public funding is limited or not available. Here are some common sources of private funding for bike and pedestrian projects:

Corporate Sponsorship: Many corporations and businesses have programs that support community initiatives and may be willing to sponsor bicycle and pedestrian projects. This could include sponsoring a bike-share program, providing funding for bike lanes or trails, or supporting education and safety programs for pedestrians and cyclists.

Philanthropic Foundations: Philanthropic foundations, such as the Gates Foundation and the Robert Wood Johnson Foundation, often support initiatives related to public health and wellness, including bicycle and pedestrian projects. Non-profit organizations may also be eligible for grants from foundations to support their work in this area.

Crowdfunding: Crowdfunding platforms like Kickstarter and GoFundMe allow individuals and organizations to raise money from the general public to support their projects. This could include funding for bike-share programs, bike lanes, and pedestrian safety initiatives.

Community Donations: Local businesses and individuals may be willing to donate funds to support bicycle and pedestrian projects in their community. Non-profit organizations can work to build partnerships with local businesses and community groups to raise awareness of their projects and solicit donations.

Public-Private Partnerships: Public-private partnerships can also be an effective way to fund bicycle and pedestrian projects. In these arrangements, a private company or group works with a public agency to fund and implement a project. This could include building bike lanes or trails, installing bike racks or signage, or developing educational programs for pedestrians and cyclists.

Private funding can be a valuable resource for bicycle and pedestrian projects, but it's important to note that private funding sources may have specific requirements or expectations regarding how their funds are used. Project sponsors should carefully research potential funding sources and ensure that their proposals align with the priorities and goals of the funding organization.

PeopleForBikes Community Grant Program: The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to ride. most grant funds on bicycle infrastructure projects, such as:

- Bike paths, lanes, trails, and bridges.
- Mountain bike facilities.
- Bike parks and pump tracks.
- BMX facilities.
- End-of-trip facilities such as bike racks, bike parking, bike repair stations, and bike storage.

PeopleForBikes grants will fund engineering and design work, construction costs including materials, labor and equipment rental, and reasonable volunteer support costs. The grant will fund staffing that is directly related to accomplishing the goals of the initiative.

PeopleForBikes accepts requests for funding up to $10,000. The grant will not require a specific percentage match but does look at leverage and funding partnerships very carefully. This grant will not consider requests in which funding would amount to 50% or more of the project budget.

To apply for funding, project sponsors must submit a proposal that outlines the scope of the project, the expected benefits, and the estimated cost. The proposals are typically evaluated based on their alignment with program goals and objectives, their potential impact on the community, and the availability of funds. It's also important to note that some programs may require a local match or cost-sharing arrangement.

Robert Wood Johnson Foundation (RWJF) The RWFJ supports bicycle and pedestrian projects as part of its broader mission to improve health and well-being in the United States. The foundation has a longstanding commitment to promoting active transportation, including biking and walking, as a means of improving public health.

One of RWJF's key initiatives in this area is the Active Living Research program, which supports research on the relationship between built environments and physical activity. This program has funded numerous studies that explore the impact of bike and pedestrian infrastructure on physical activity levels, health outcomes, and equity.

In addition to research, RWJF also supports bike and pedestrian projects through its Culture of Health Prize program, which recognizes communities that are taking action to improve health and well-being. Many of the prize-winning communities have implemented innovative bike and pedestrian infrastructure projects, such as complete streets policies, bike share programs, and safe routes to school initiatives.

Furthermore, RWJF may also support bike and pedestrian projects through its community grantmaking programs, such as the Healthy Communities initiative. While the specific focus of these programs may vary from year to year, they often prioritize projects that promote active transportation, access to healthy food, and other elements of a healthy built environment.

Rails-to-Trails Conservancy (RTC) RTC is a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors. The organization was founded in 1986 and is headquartered in Washington, D.C. The RTC supports organizations and local governments that are implementing projects to build and improve multi-use trails. Under the Doppelt Family Trail Development Fund, RTC will award approximately $85,000 per year, distributed among several qualifying projects, through a competitive process.

The RTC works to repurpose former rail lines and other transportation corridors to create safe and accessible trails for walking, running, bicycling, and other forms of non-motorized transportation. The organization has been instrumental in the creation of thousands of miles of trails across the United States.

In addition to trail development, the RTC advocates for policies and funding at the federal, state, and local levels to support the creation and maintenance of trails. The organization also provides technical assistance and resources to trail builders and advocates.

Overall, these funding opportunities can play a crucial role in supporting bicycle and pedestrian projects in Florida and can help improve mobility, safety, and quality of life in communities across the state.

Section 9.0 Conclusion



9.0 Conclusion

This Pedestrian, Bike, and Trail Master Plan Update for the Florida-Alabama TPO region was developed as a guiding document that will implement biking and walking infrastructure throughout the region for all ages and abilities.

It is important that future bicycle and pedestrian infrastructure serve all types of users, functions, and destinations. Bicycle and pedestrian investments should encompass both recreational users and destinations (parks, trails, nature) as well as practical users and destinations (work, shopping, visiting friends and family, doctor's appointments, etc.). There are several reasons why the Florida-Alabama TPO region should consider implementing bicycle and pedestrian projects:

Improved safety: Bicycle and pedestrian projects can improve safety for all road users by reducing conflicts between cars, bikes, and pedestrians. This can help to reduce the number of accidents and fatalities on the road.

Health benefits: Walking and biking are both great forms of exercise and by providing safe and accessible pedestrian and bicycle facilities, a region can encourage residents to engage in more physical activity. This can lead to improved health outcomes, including reduced rates of obesity, diabetes, and heart disease.

Reduced congestion and emissions: By promoting alternative modes of transportation, such as biking and walking, a region can reduce traffic congestion and vehicle emissions, which can help to improve air quality and reduce greenhouse gas emissions.

Improved economic development: Bicycle and pedestrian projects can also have a positive impact on economic development. By creating safe and inviting public spaces, these projects can help to attract new businesses and investment to a region. Bike and sidewalk projects can also have a positive impact on economic development in lower-income neighborhoods. Improved pedestrian and bicycle facilities can make it easier for residents to access local businesses and services, which can help to stimulate economic activity and create new jobs.

Increased social equity: Many lower-income residents do not have access to reliable transportation options, which can limit their ability to access jobs, healthcare, and other essential services. By providing safe and accessible pedestrian and bicycle facilities, a region can help to reduce these transportation barriers and promote social equity.

The study process focused on identifying areas of future study that will impact high population and high employment areas as well as student populations, zero car households, potentially vulnerable populations, and high bicycle and pedestrian crash areas.

The lists of future studies are divided into sub-area studies and trail studies to provide space for practical facilities as well as recreational facilities to be evaluated and prioritized in their own ways.

A set of policy recommendations was provided as a general guide to enhance bicycle and pedestrian-related policies when updating local policies, land development codes, master plans, and comprehensive plans.

Design guidelines and a facility selection matrix were provided to enable the optimal facility type to be selected and designed for various types of roadway facilities and context.

An implementation strategy is provided as a potential approach to the execution of the master plan. Implementing the elements of this master plan will create a more livable, sustainable, and equitable community while improving the safety and health for all residents and visitors.

9.1 Final Lists of Projects

The final lists and maps of projects detailed in this master plan have been consolidated and synthesized in this section. The lists of projects are grouped by project type: Sub-Area Studies, Trail Corridors, and Previously Identified Projects.

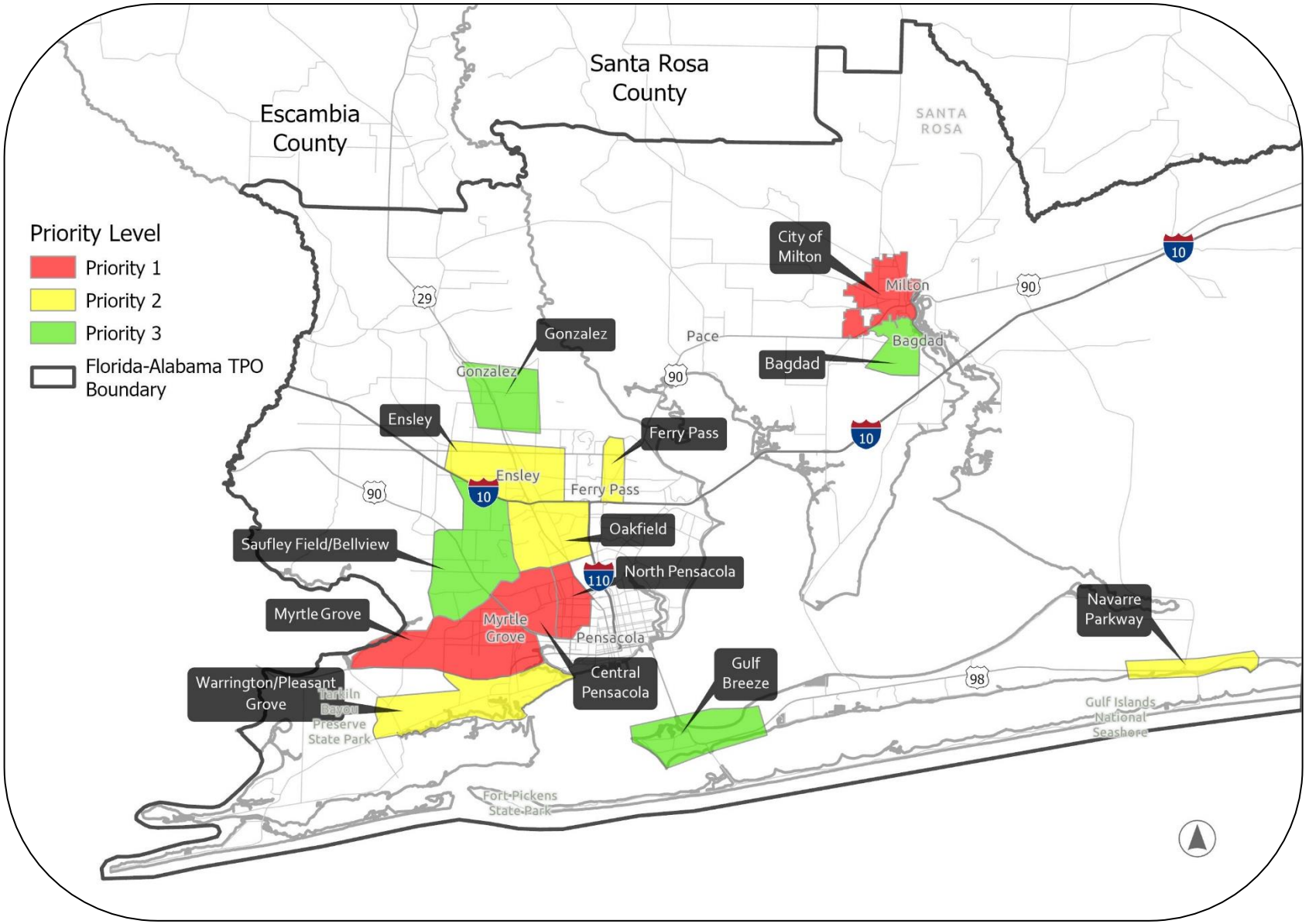
Sub-Area Studies

The thirteen identified sub-area studies, their general limits, and implementation priority are listed in Table by priority.

Table 9-1 Sub-Area Studies List

Study Name	County	General Limits	Priority
North Pensacola	Escambia	Approximately Cervantes Street to Beverly Street and Palafox to Market Street.	**1**
Central Pensacola	Escambia	US 98 and the Bellview CDP and North Pensacola CDP limits.	**1**
Myrtle Grove	Escambia	North of the Warrington CDP to US 90.	**1**
Milton	Santa Rosa	Bicycle and Pedestrian Master Plan for the City of Milton.	**1**
Ferry Pass	Escambia	Approximately Creighton Road to E Nine Mile Road	**2**
Oakfield	Escambia	I-110 to the Bellview CDP limits.	**2**
Warrington/ Pleasant Grove	Escambia	Warrington CDP extended to Blue Angel Parkway.	**2**
Navarre Parkway	Santa Rosa	Navarre Parkway approximately 2-3 miles east and west of Highway 87.	**2**
Ensley	Escambia	Ensley CDP limits.	**2**
Gulf Breeze	Santa Rosa	Gulf Breeze CDP limits.	**3**
Saufley Field/ Bellview	Escambia	Majority of the Bellview CDP and continues north to capture high bicycle and pedestrian crash areas.	**3**
Bagdad	Santa Rosa	Area south of Old Bagdad Highway, south to Da Lisa Road, east to the Blackwater River and west to the Galt City Road.	**3**
Gonzalez	Escambia	Central Gonzalez CDP limits	**3**

Figure 9-1 Sub-Area Studies by Priority



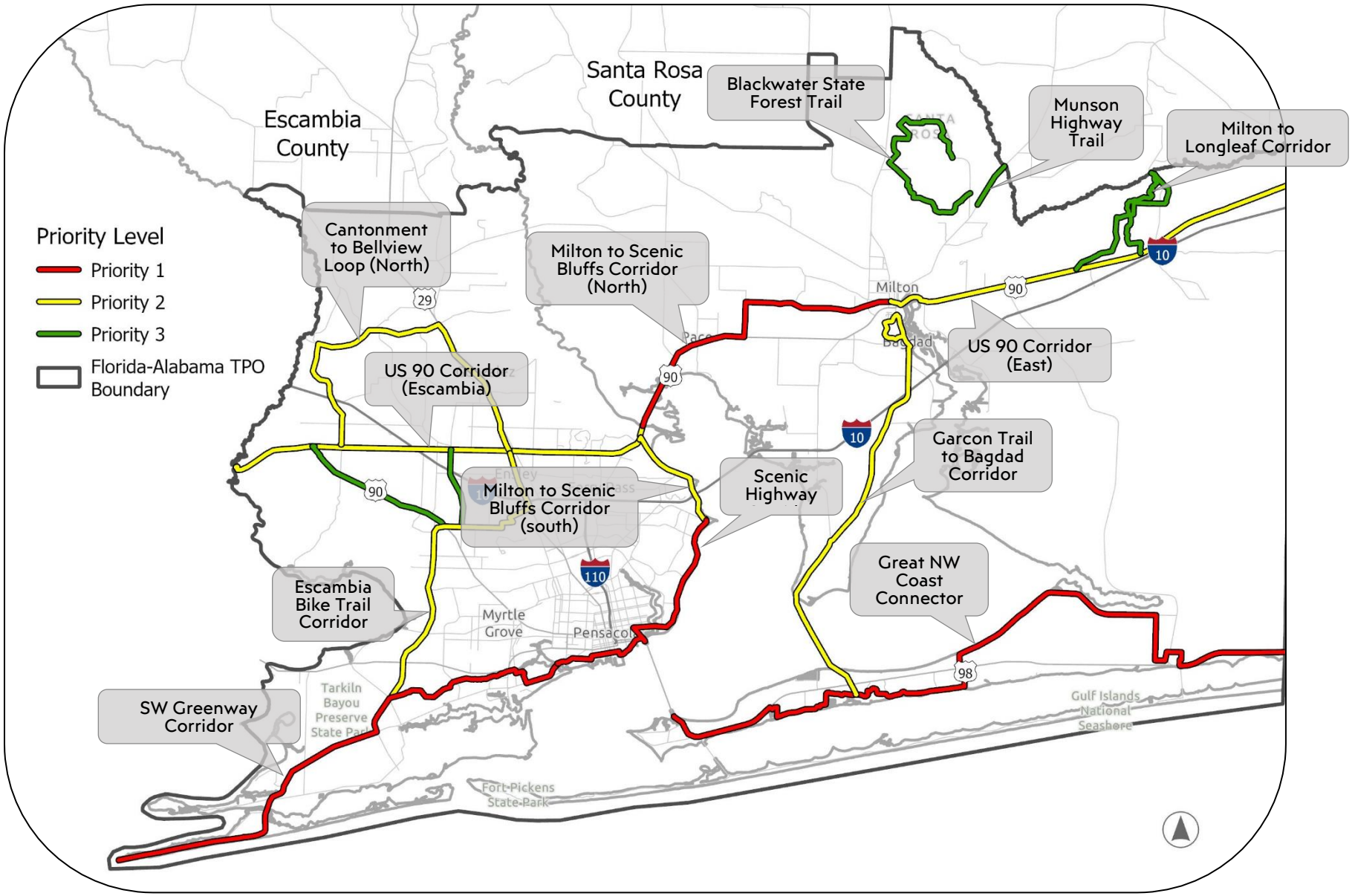
Trail Corridors

The fourteen identified sub-area studies, their general limits, and implementation priority are listed in Table 9-2 by priority.

Table 9-2 Trail Corridor List

Trail Corridor	County	Description	Priority
Scenic Highway Corridor	Escambia	Trail connecting Scenic Heights, Downtown Pensacola, and West Pensacola. Part of the Great NW Trail Corridor.	**1**
SW Greenway Corridor	Escambia	Segment connects Escambia and Santa Rosa counties with Alabama. Part of the Great NW Coastal Trail Corridor. Also connects to the Bluffline Trail.	**1**
Great Northwest Trail Corridor	Santa Rosa	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.	**1**
Milton to Scenic Bluffs Corridor (North)	Santa Rosa	Portion of the US 90 Corridor extending from the Escambia County line to Milton.	**1**
Escambia Bike Trail Corridor (South)	Escambia	Connects the SW Greenway Corridor and the US 90 Corridor. Generally follows Blue Angel Parkway to Longleaf Drive and Pensacola Boulevard.	**2**
US 90 Corridor (Escambia)	Escambia	US 90 Corridor from Alabama line to Santa Rosa county line following US 90 and Nine Mile Road.	**2**
Garcon Trail to Bagdad Corridor	Santa Rosa	Connects the existing Blackwater Heritage Trail with the planned Great NW Coastal Trail Corridor. Includes the Milton Multimodal Connector which is currently underway.	**2**
Milton to Scenic Bluffs Corridor (South)	Escambia	Connects the US 90 Corridor to the Bluffline Corridor via US 90.	**2**
US 90 Corridor (East)	Santa Rosa	Eastern portion of the US 90 Corridor within the region extending from Milton to Okaloosa County.	**2**
Cantonment to Bellview Loop (North)	Escambia	Northern loop around US 90 Trail generally along Beulah Road, Muscogee Road, and Highway 29.	**2**
Blackwater State Forest Trail	Santa Rosa	Loop trail through Blackwater State Forest.	**3**
Cantonment to Bellview Loop (South)	Escambia	Southern loop around US 90 Trail generally along Mobile Highway and Pine Forest Road.	**3**
Milton to Longleaf Corridor	Santa Rosa	Connects the US 90 Trail Corridor to the Longleaf Trail Corridor and northern Santa Rosa County. Provides access to the Florida National Scenic Trail.	**3**
Munson Highway Trail	Santa Rosa	Connects the existing Blackwater Heritage and Military Heritage Trails with the the Highway 191/Munson Highway and Blackwater Multi-Use Trail.	**3**

Figure 9-2 Trail Corridors



Previously Identified Projects

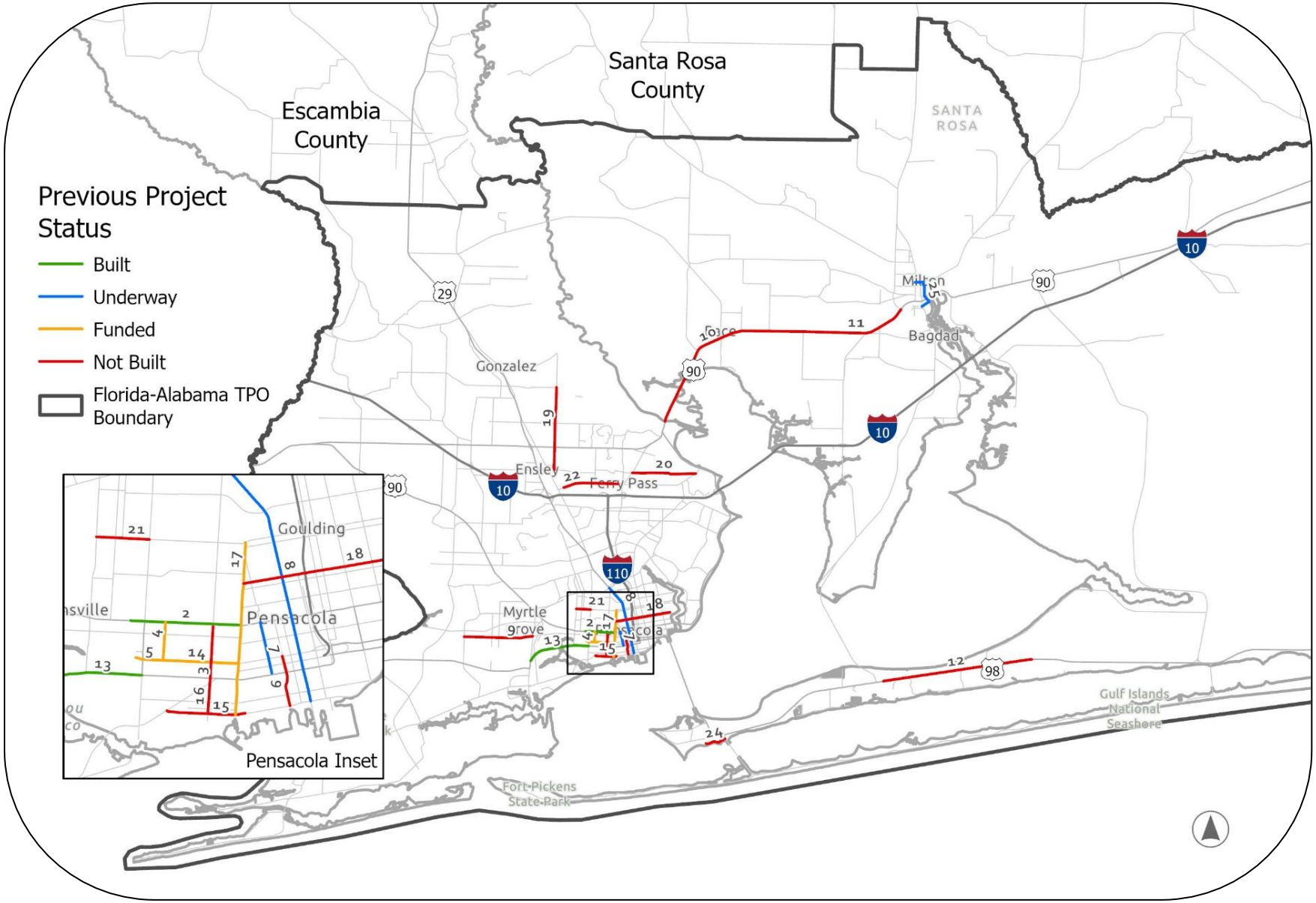
The top bicycle, pedestrian, and trail projects previously identified in the *2018 Bicycle and Pedestrian Master Plan* are listed **in Table 9-3** in ranked order as indicated in the master plan. During this master plan update, the list has been updated to include project limits (as available) and project status as of summer 2023. The three completed projects were removed from the list. It is recommended that this list of projects continue to be implemented as opportunities arise, to be consistent with previous planning efforts.

Table 9-3 Previously Identified Projects

Rank	Project Name	Roadway	Limits	Improvement Type	Status	Sponsor
1	West Moreno	West Moreno	Not available	Sidewalk; Crosswalk/Intersection	Not Built	Pensacola CRA
2	West Cervantes St. Corridor Improvements	West Cervantes	"A" Street to "Q" Street	Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	No Built	Pensacola CRA
3	West Cervantes to Downtown Pensacola Connection	North "E" Street	Cervantes to Garden Street	Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	Not Built	Pensacola CRA
4	Connectivity from West Cervantes to Legion Field Park via North "L" Street	N "L" Street	Cervantes to Gregory Street	Sidewalk; Crosswalk/Intersection	Funded	Pensacola CRA
5	Connectivity to Global Learning via Gregory St	Gregory Street	From "L" Street to "P" Street	Sidewalk; Multi-Use Path, Crosswalk/Intersection	Funded	Pensacola CRA
6	North Spring Street Improvements	N Spring Street	Gregory Street to Main Street	Restriping, Sidewalk, Crosswalk/Intersection	Not Built	Pensacola CRA
7	North Reus Street Improvements	North Reus Street	Garden Street to Cervantes	Sidewalk, Crosswalk/Intersection	Not Built	Pensacola CRA
8	Palafox St - Road Diet/Rebalance	Palafox Street	Fairfield to Main Street	Restriping, Traffic Calming, Signage, Other	Underway	Pensacola BAC
9	Jackson Street Sidewalks	Jackson Street	Fairfield Drive to New Warrington Road	Sidewalks	Not Built	Escambia County
10	US 90 Improvements	US 90	Escambia County Line to Bell Lane	Sidewalks, Other	Not Built	Santa Rosa County

Rank	Project Name	Roadway	Limits	Improvement Type	Status	Sponsor
11	US 90 Improvements	US 90	Bell Lane to Glover Lane	Sidewalks, Other	Not Built	Santa Rosa County
12	US 98 Improvements	US 98	Portside Drive to Bergren Road	Sidewalks, Other	Not Built	Santa Rosa County
13	Connectivity to Legion Field Park via Gregory Street	Gregory Street	A Street to L Street	Sidewalks, Multi-Use Path, Crosswalk/Intersection	Funded	Pensacola CRA
14	Connectivity to North “E” St via Main St	Main Street	Barrancas Avenue to Clubbs Street	Sidewalks, Multi-Use Path, Crosswalk/Intersection	Funded	Pensacola CRA
15	W. Cervantes to Downtown Pensacola Connection	South "E" Street	Garden Street to Main Street	Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Not Built	Pensacola CRA
16	"A” Street - Roadway Rebalance	"A" Street	Maxwell Street to Main Street	Restriping, Crosswalk/Intersection, Neighborhood Greenway	Funded	Pensacola BAC
17	Blount Street Roadway Rebalance	Blount Street	20th Avenue to A Street	Restriping, Other	Not Built	Pensacola BAC
18	Chemstrand Road Sidewalks	Chemstrand Road	Johnson Avenue to Kingsfield Road	Sidewalks	Not Built	Escambia County
19	Johnson Avenue Sidewalks	Johnson Avenue	Davis Highway to Olive Road	Sidewalks	Not Built	Escambia County
20	Jordan Street Sidewalks	Jordan Street	Pace Boulevard to W Street	Sidewalks	Not Built	Escambia County
21	Olive Road West Sidewalks	Olive Road	RR to existing sidewalks	Sidewalks	Not Built	Escambia County
22	Soundview Trail Walking Path	Soundview Trail	Shoreline Park South to Pensacola Beach Boulevard	Sidewalks	Not Built	City of Gulf Breeze
23	Milton Multimodal Connector	Varies	Milton to Bagdad Mill Site Park and Village	Sidewalks, Multi-Use Path	Underway	City of Milton

Figure 9-3 Previously Identified Projects



Appendix A

Bicycle Pedestrian Study Scope Elements

A neighborhood bicycle and pedestrian study should include a comprehensive analysis of the existing infrastructure, usage patterns, safety concerns, and future needs related to biking and walking in a particular neighborhood. Here are some key elements that should be included:

1. Current infrastructure: A detailed inventory of the existing bicycle and pedestrian infrastructure in the neighborhood, including sidewalks, bike lanes, shared-use paths, crossings, and other relevant features.
2. Usage patterns: A survey of current biking and walking patterns in the neighborhood, including where people are traveling to and from, how frequently they are using active transportation, and any obstacles or barriers that they face.
3. Safety concerns: An analysis of safety concerns related to biking and walking in the neighborhood, including traffic volumes, speeds, and crash data. This analysis should also identify any areas with high rates of pedestrian or bicycle crashes and determine the causes of those crashes.
4. Community input: Input from community members, including residents, business owners, and community organizations, to identify key issues and concerns related to biking and walking in the neighborhood.
5. Future needs: An assessment of the neighborhood's future needs related to biking and walking, including projected population growth, planned development, and future transportation projects that may impact active transportation.
6. Recommendations: Based on the above analysis, the study should provide recommendations for improvements to the bicycle and pedestrian infrastructure, including prioritization of improvements, estimated costs, and a timeline for implementation. These recommendations should be based on best practices for bike and pedestrian infrastructure design and should aim to increase safety, accessibility, and connectivity.

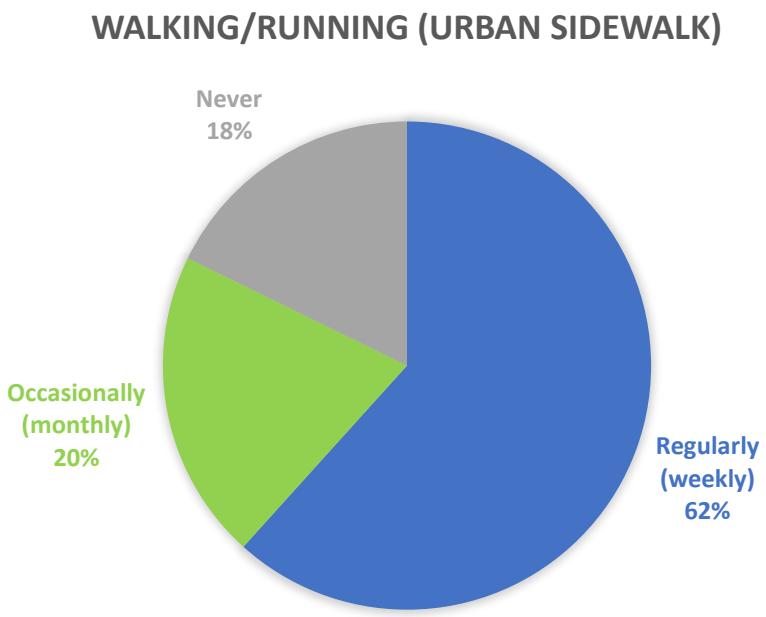
A comprehensive neighborhood bicycle and pedestrian study should be data-driven, community-driven, and forward-looking, with a focus on identifying and addressing the unique needs and challenges of the neighborhood.

Appendix B

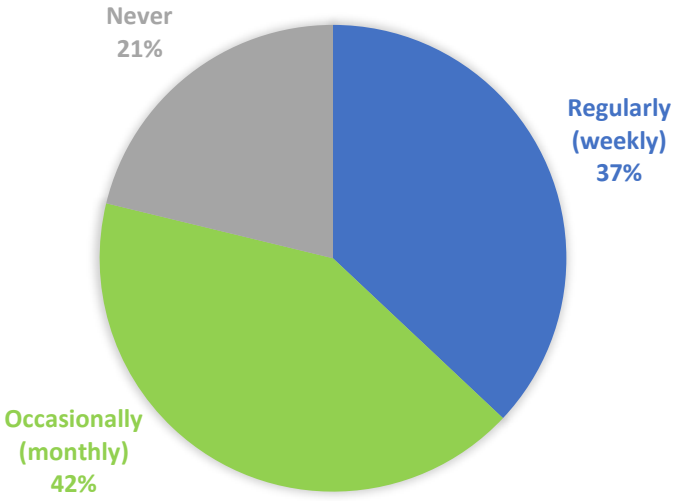
Outreach Survey Results

Question 1: Rate your use of the following:

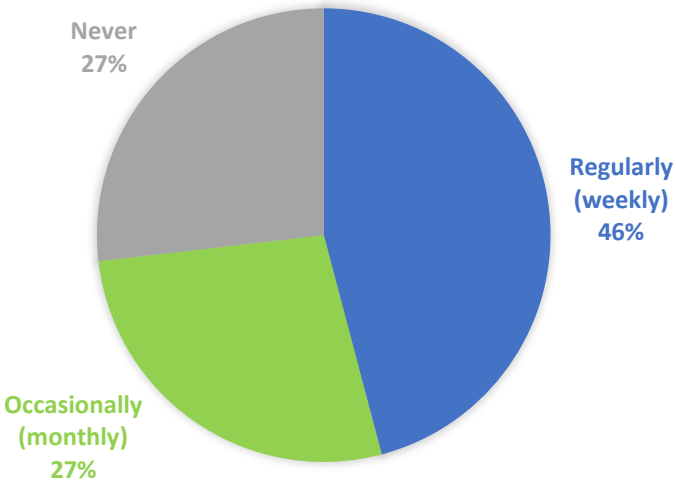
- Walking/Running (Urban Sidewalk).
- Walking/Running (Trails and Scenic).
- Biking (Under 2 Miles).
- Biking (Longer Trips).
- Biking (Adventure-Trails and Mountain).
- Scooter – Manual or Electric.
- Skateboard.
- Pushing a Stroller or Walking with Young Children.



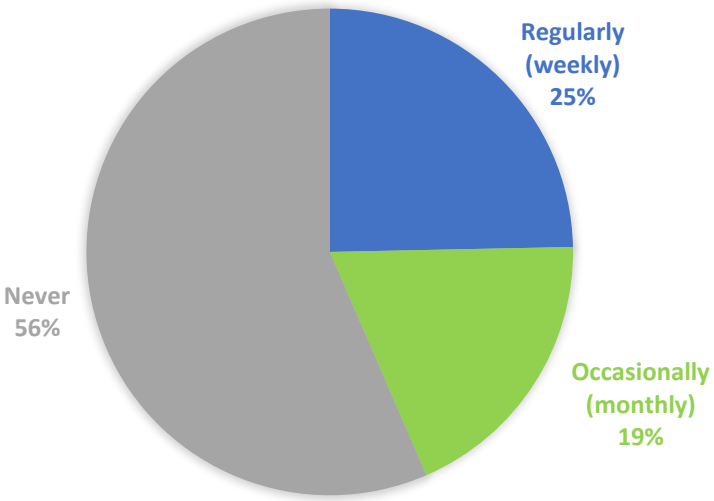
WALKING/RUNNING (TRAILS AND SCENIC)



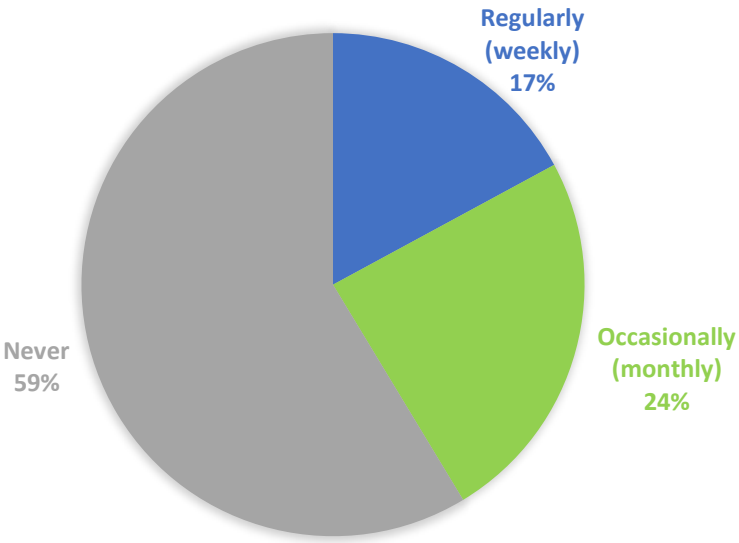
BIKING (UNDER 2 MILES)



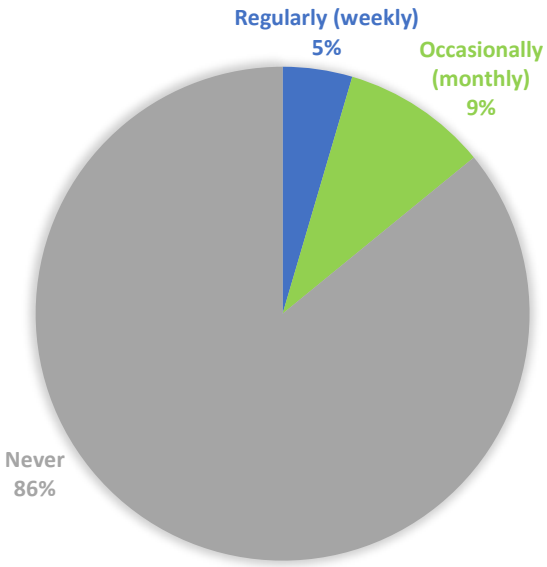
BIKING (LONGER TRIPS)



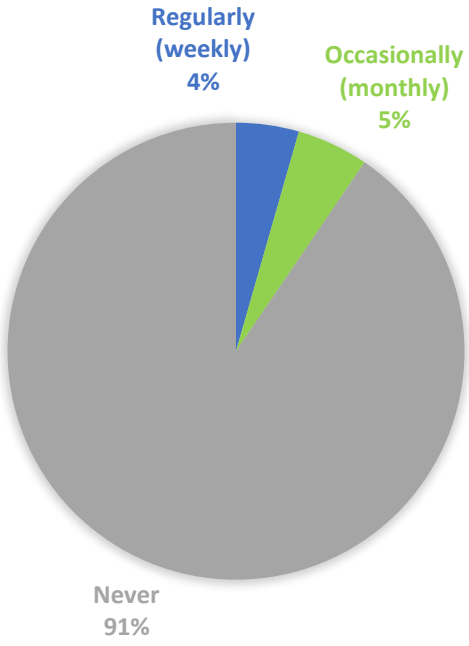
BIKING (ADVENTURE - TRAILS AND MOUNTAIN)



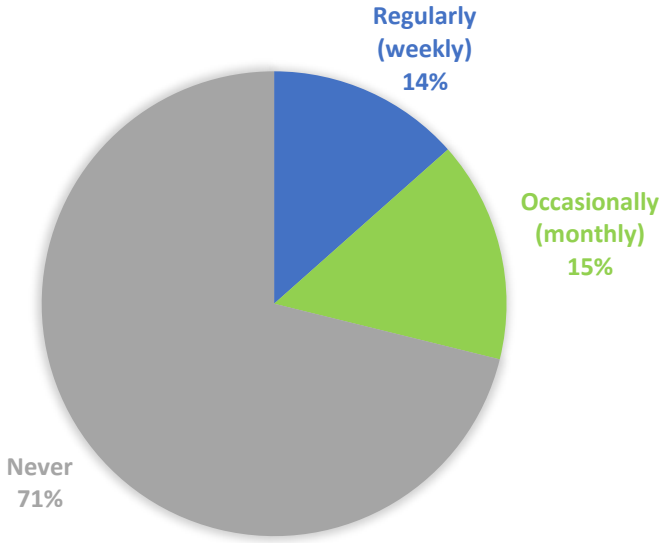
SCOOTER - MANUAL OR ELECTRIC



SKATEBOARD



PUSHING A STROLLER OR WALKING WITH YOUNG CHILDREN



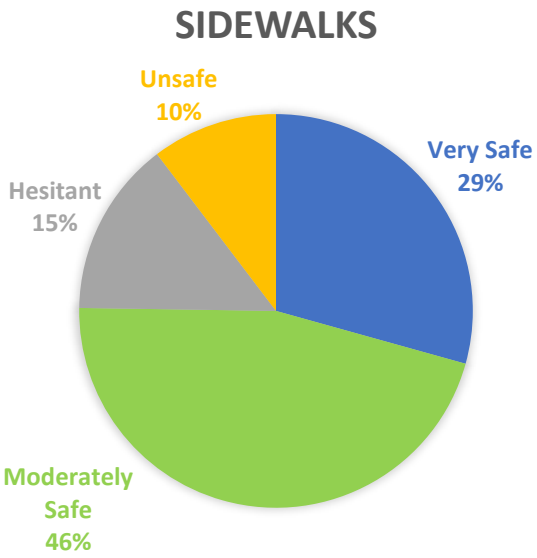
Question 2: What if anything keeps you from bicycling/walking more often for short trips?

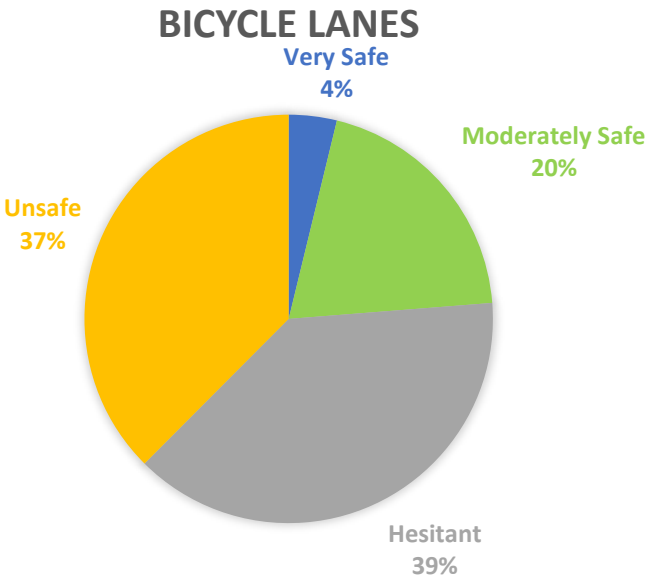
- Traffic is too fast/heavy.
- Sidewalks/Paths/Crossings are missing.
- Weather.
- Concerned about personal security or safety.
- Darkness/Lack of lighting.
- Need to transport other people/things.
- Exposure to air pollution.
- Crime.
- Other.



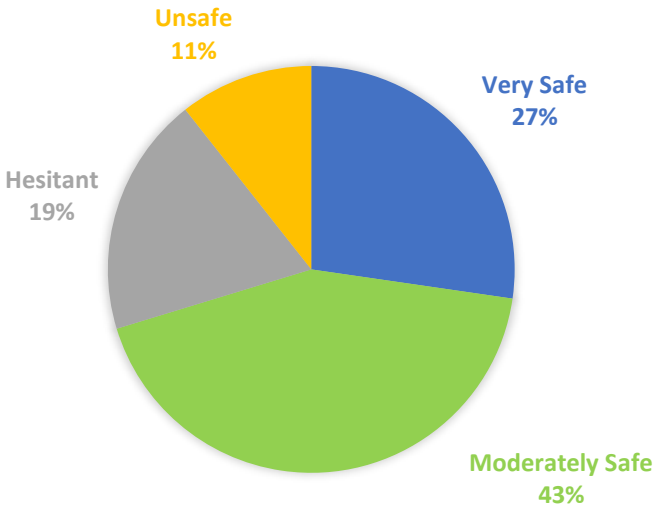
Question 3: How safe do you feel using the following existing bicycle and pedestrian facilities?

- Sidewalks.
- Bicycle Lanes.
- Shared-Use Paths.
- Crosswalk/Crossings.

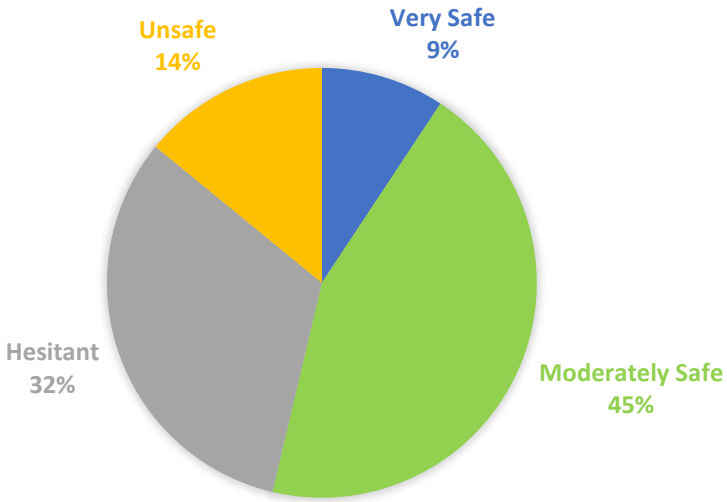




SHARED-USE PATHS

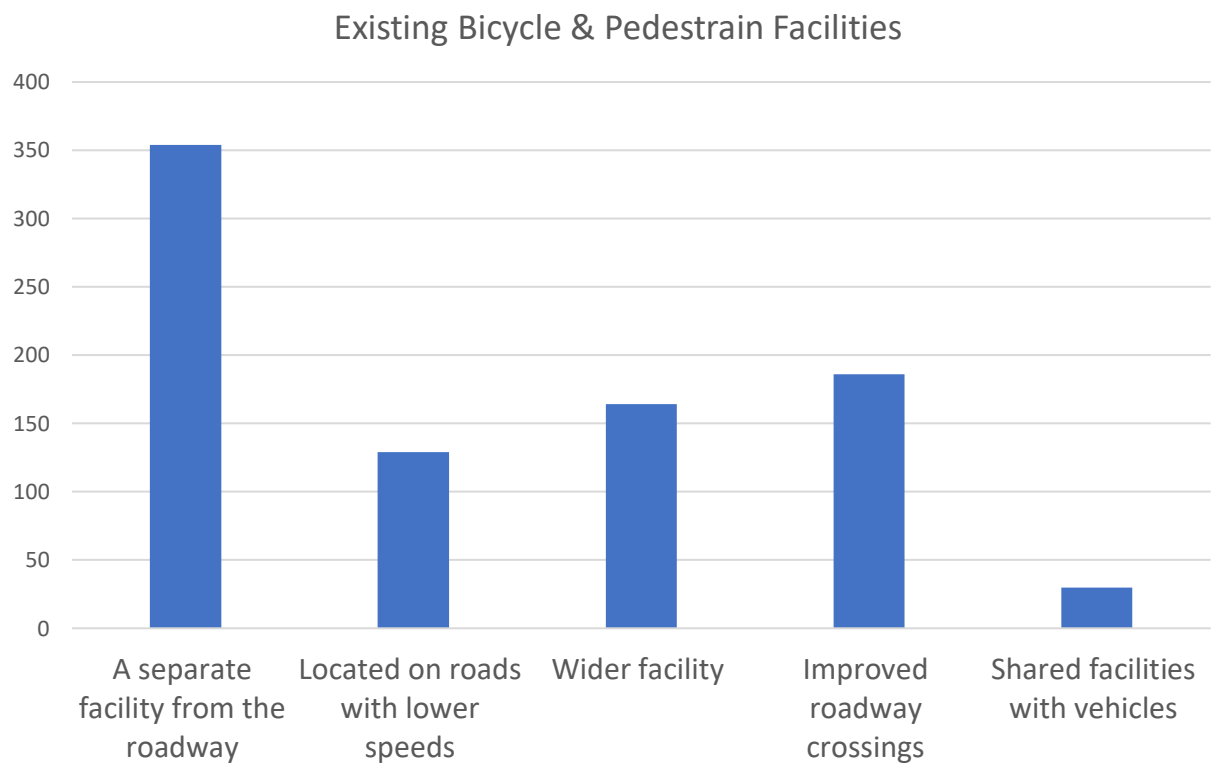


CROSSWALKS/CROSSINGS



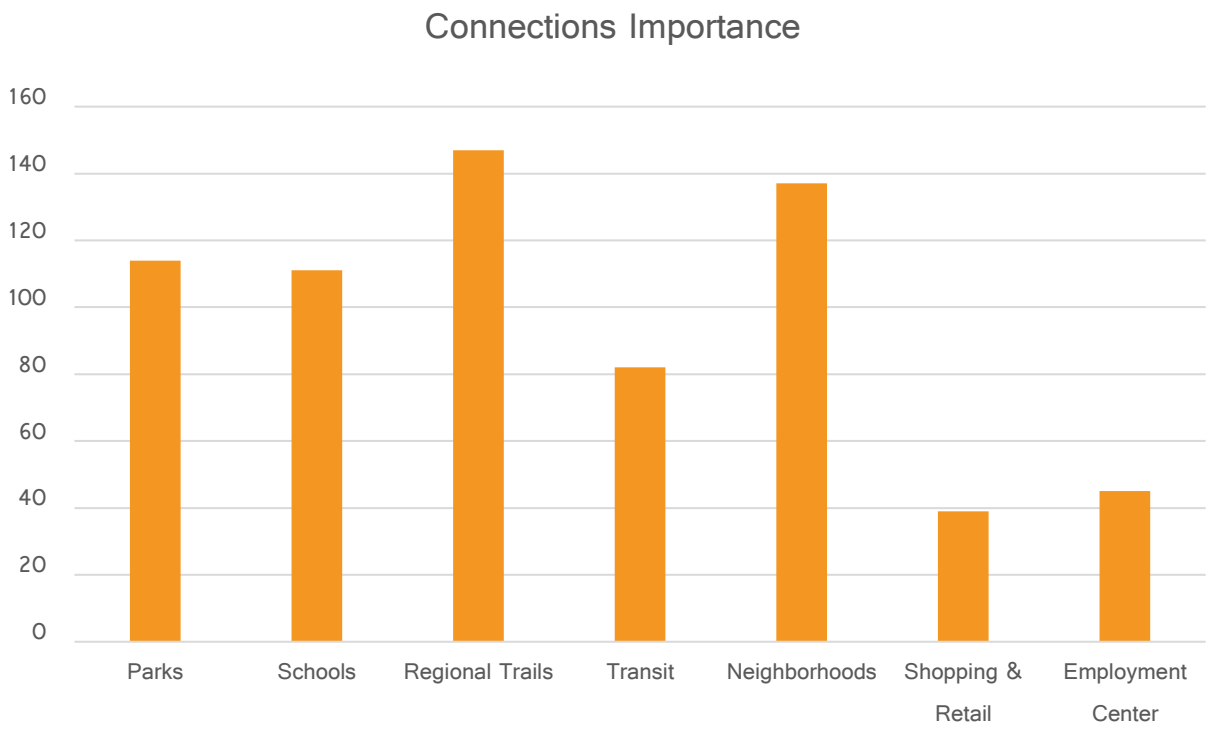
Question 4: How safe do you feel using the following existing bicycle and pedestrian facilities?

- A separate facility from the roadway.
- Located on roads with lower speeds.
- Wider facility.
- Improved roadway crossings.
- Shared facilities with vehicles.



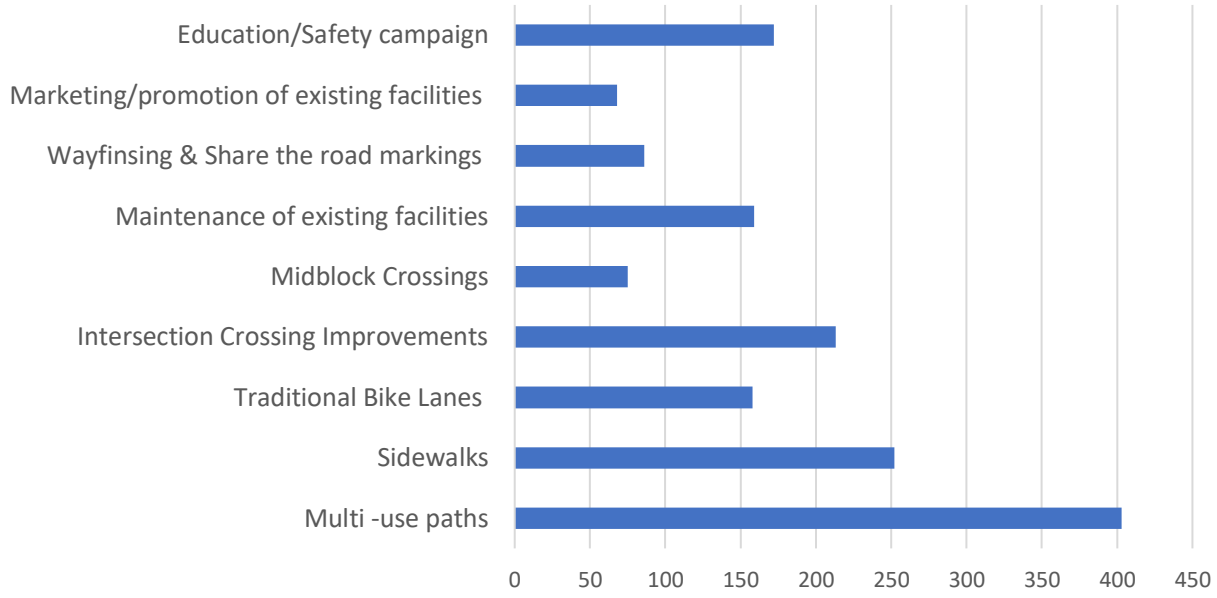
Question 5: Please rank locations listed in order of importance which are accessed by bicyclists and pedestrians, you would prioritize over the next ten years. One being the highest and seven being the lowest.

- Parks
- Schools
- Regional Trails
- Transit
- Neighborhoods
- Shopping and Retail
- Employment Center

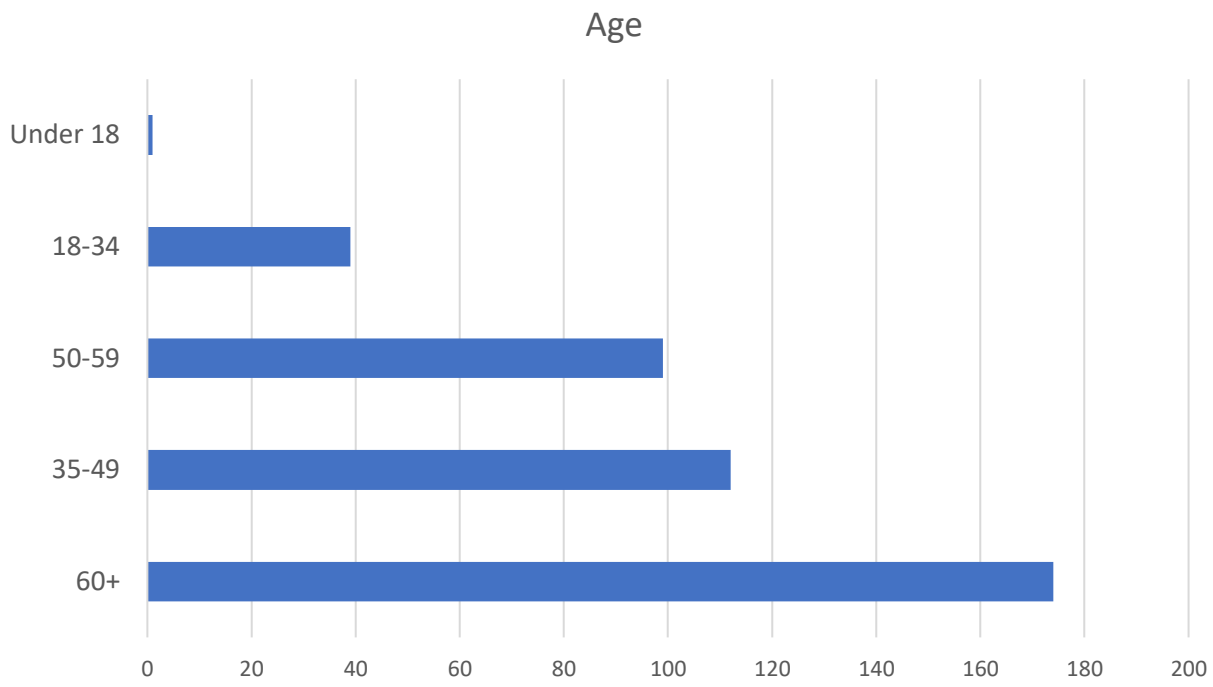


Question 6: Please choose the bicycle and pedestrian-type improvements you would like to see prioritized over the next ten years. (Select all that apply)

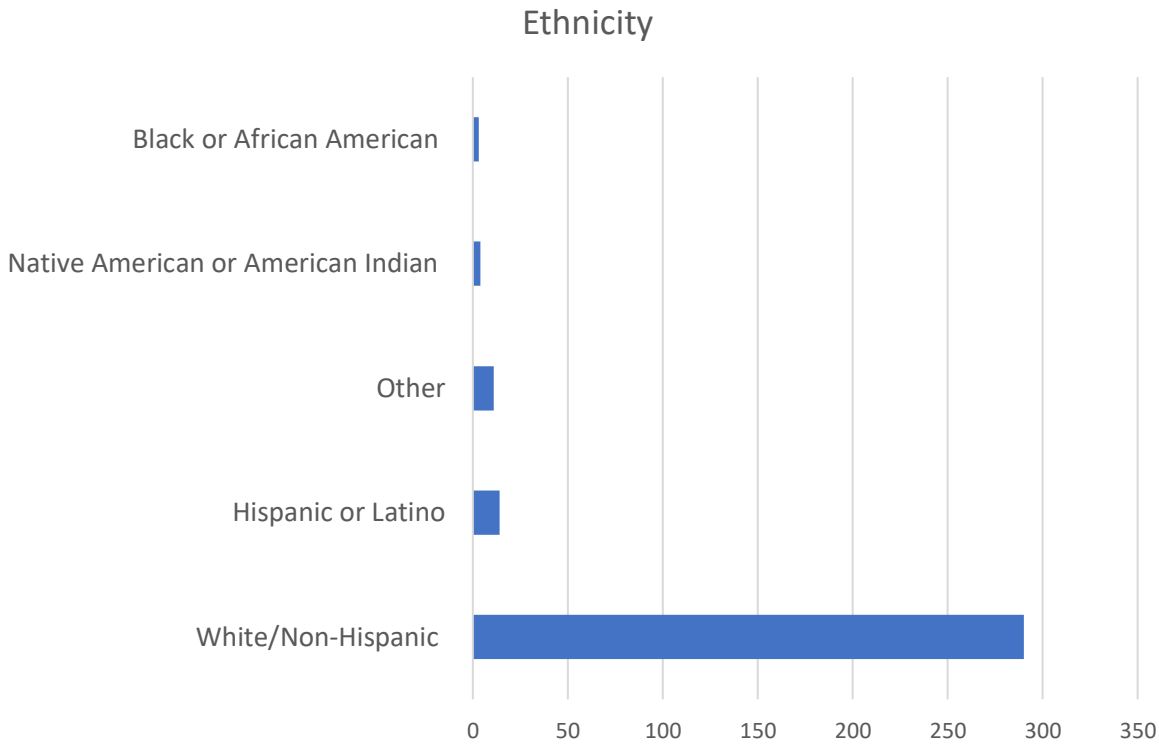
- Multi-use paths
- Sidewalks
- Traditional bicycle lanes
- Intersection crossing improvements
- Midblock crossings
- Maintenance of existing facilities
- Wayfinding& sharing the road markings
- Marketing/promotion of existing facilities
- Education/Safety campaign for drivers, bicyclists, and pedestrians



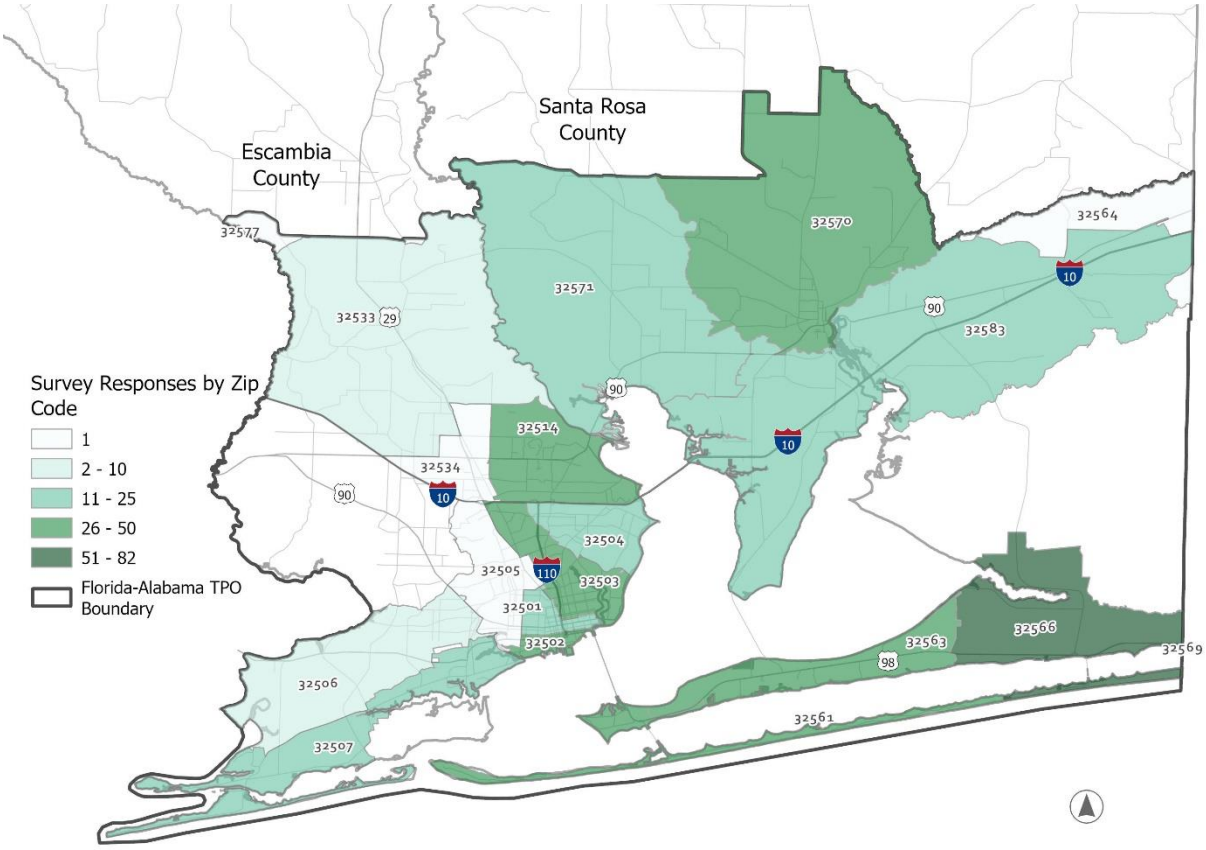
Question 7: Please indicate your age (optional)



Question 8: Please indicate your ethnicity (optional)



Question 9: Please indicate your zip code



Zip Code	Responses	Zip Code	Responses
32566	82	32514	20
32503	48	32501	19
32563	41	32502	27
32502	27	32533	9
32561	27	32505	1
32570	26	32504	11
32571	24	32577	1
32506	9	32534	1
32578	2	32514	14
32569	3	36549	2
32507	11	32560	1
32564	1	32583	22



PedBikeTrail
2023 MASTER PLAN

Florida-Alabama TPO
Transportation Planning Organization

EMERALD COAST REGIONAL COUNCIL

Needs Plan Report

FLORIDA-ALABAMA
2050 LONG RANGE TRANSPORTATION PLAN

Prepared for

Florida-Alabama Transportation Planning Organization
Florida Department of Transportation, District Three
Alabama Department of Transportation

Prepared by

Emerald Coast Regional Planning Council
Staff to the Florida-Alabama
Transportation Planning Organization

June 2025

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, the Florida and Alabama Departments of Transportation, and local participating governments, and submitted in partial fulfillment of Task.2 of the Unified Planning Work Program (UPWP). This document does not necessarily reflect the official reviews or polices of the U.S. Department of Transportation.

Florida-Alabama
Transportation Planning Organization

Needs Plan Report

Prepared by:

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BACKGROUND

The Florida-Alabama 2050 Long Range Transportation Plan (LRTP) Update began when the Florida-Alabama Transportation Planning Organization (TPO) approved the Scope of Services on November 8, 2023. The 2050 LRTP consists of 8 primary tasks that are identified below:

- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Assessment
- Cost Feasible Plan
- Final and Summary Reports

A major element in the development of an LRTP is the adoption of the Needs Plan. This Technical Report describes the 2050 Needs Plan process and is organized into seven sections:

- Existing plus Committed Analysis
- Steering Committee Meetings
- Public Review
- Adopted 2050 Needs Plan, Costs, and Purpose and Needs Statements
- 2050 Needs Plan compared to 2045 Needs Plan
- 2050 Needs Plan Deficiencies
- Appendices

EXISTING PLUS COMMITTED ANALYSIS

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2020 and 2028. These projects are then coded into the transportation model and the model is run with the 2050 land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. To determine the transportation needs for the year 2050, the traffic model is run using the Existing plus Committed Network and projected future land use in 2050. The inputs to the model considered several local government master plans including the Escambia County Sector Plan. One of the outputs of this model is a map showing the road deficiencies. The deficiency map is one of the tools to help determine where and what type of roadway improvements are needed to meet demand of future growth on the infrastructure. For this analysis, the following table was utilized.

Daily v/c Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

The list of projects, as well as the map of the Existing plus Committed Network along with the deficiencies, are included in Appendix A.

STEERING COMMITTEE MEETINGS

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the August 2023 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met two times to provide input on the 2050 Needs Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- January 22, 2025
- April 15, 2025

PUBLIC REVIEW

In March 2025, three public meetings regarding the 2050 Needs Plan were held--one each in Orange Beach, Alabama; Gulf Breeze, Florida; and Pensacola, Florida. The first public meeting was held at the Orange Beach Library on March 10, 2025 at 10:00 a.m. The second meeting occurred at the Gulf Breeze Community Center on March 11, 2025 at 10:00 a.m. The third meeting happened on March 12, 2025 at the Pensacola Library at 2:00 p.m.

A PowerPoint presentation of the LRTP process and the Needs Plan component were presented at each of the three meetings, followed by an open house format where individuals could review handouts of the draft Needs Assessment projects and ask questions of the LRTP planning staff. The summary of the public comments and advertisements of the three public workshops are listed in Appendix C.

To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Needs Plan Public Workshop, ECRC implemented a multi-faceted outreach approach using both traditional and digital communication tools.

Public notices were issued in advance of the workshop and posted to the ECRC website, the Florida-Alabama TPO's 2050 Long Range Transportation Plan webpage, and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through a MailChimp eblast sent to ECRC's list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. The eblast provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

To continue building awareness and gathering input, surveys related to the Needs Plan were integrated into the outreach. This effort remained active through April 25, 2025, offering additional opportunities for the public to engage and provide feedback beyond the workshop itself. This extended outreach helped reinforce key messages and ensured greater visibility of the planning process across the Florida-Alabama region.

Together, these outreach techniques helped ensure that the public workshops and broader Needs Plan process were accessible and aligned with regional stakeholder needs.

ADOPTED 2050 NEEDS PLAN, COSTS, AND PURPOSE AND NEEDS STATEMENTS

Some LRTPs in Florida have used transportation costs identified in a statewide FDOT book called *Transportation Costs*. However, FDOT District III representatives have mentioned the costs identified in this book are not realistic for the FDOT District III region. Therefore, the TPO staff and FDOT District III staff agreed to develop reasonable costs to be utilized for this LRTP. These costs are 2023 costs and are typical costs of project phases in District III. The costs were furnished by the FDOT District III Using the same approach, the TPO Staff and ALDOT agreed the 2020 costs are the typical costs of project phases in Alabama. The agreed upon unit costs are identified in Appendix E.

The identifications of 2050 Needs Plan projects was obtained through the 2045 Needs Plan, Existing Plus Committed Deficiency Analysis, and review from local plans, the public, Steering Committee Members, and TPO and Advisory Committee Members. The draft 2050 Needs Plan was presented to the Technical Coordinating Committee, the Citizens' Advisory Committee, and the Transportation Planning Organization at their February meetings for review and for action at their May meetings. A list of the May meeting dates and actions appear below. The adopted 2050 Needs Plan Map and Projects are listed in Appendix F.

May 13, 2025 Technical Coordinating Committee (TCC) Meeting

The TCC recommended approval as presented.

May 13, 2025 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended approval as presented.

May 14, 2025 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2050 Needs Plan as presented.

The costs of the 2050 Needs Plan projects are listed in Appendix G. The costs are based on the unit costs listed in Appendix E and were refined where necessary based upon Project Development and Environment Studies as well as local knowledge of the area based upon the Steering Committee review of the Needs Plan projects.

Listed below are the costs of the Needs Plan tables by the states of Florida and Alabama as well as tables for Highways, Transit, and Non-Motorized. The total cost of the 2050 Needs Plan is $**12,662,186,049.** Please note that this cost does not include aspirational projects. The aspirational projects are projects that are needed beyond 2050. The aspirational projects are not calculated in the projects costs but are included in the maps. However, these projects are tracked by staff because of their potential transportation impacts to the region.

Florida 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	$10,076,961,145
Complete Streets/Corridor Management Projects	$42,955,425
Intersection Projects	$1,261,408,399
7-layer Cake Projects	$61,385,265
Public Transportation Projects	$98,302,483
Bicycle/Pedestrian/Trail Projects	$1,017,875,429
Total	**$12,558,888,146**

Alabama 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	$61,658,970
Complete Streets/Corridor Management Projects	$0
Intersection Projects	$3,900,000
7-Layer Cake Projects	$0
Public Transportation Projects	$6,884,497
Bicycle/Pedestrian/Trail Projects	$30,854,437
Total	**$103,297,904**

Total 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	$10,138,620,115
Complete Streets/Corridor Management Projects	$42,955,425
Intersection Projects	$1,265,308,399
7-Layer Cake Projects	$61,385,265
Public Transportation Projects	$105,186,979
Bicycle/Pedestrian/Trail Projects	$1,048,729,867
Total	**$12,662,186,050**

The Purpose and Needs Statements for the 2050 Needs Plan Projects are included in Appendix H. A Purpose and Needs Statement is a requirement of the State of Florida regarding the Efficient Transportation Decision Making (EDTM) process. The ETDM process is a streamlined way to receive input from different environmental agencies early in the process regarding a roadway capacity project.

2050 NEEDS PLAN COMPARED TO 2045 NEEDS PLAN

The projects that were identified as needed facilities in the 2045 LRTP but are not included in the adopted 2050 Needs Plan are listed below. Some of these projects have been completed and some of the needs have changed because of changes in roadway ownership, land use, development patterns, development intensity and revised population and employment forecasts.

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
ALABAMA					
Canal Road	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin	Provide 5 Lanes Capacity	Committed Project. Project complete.
New Bridge	SR 180 (Canal Road)	Foley Beach Express	Baldwin	Complete Waterways and Beach Express and with Two Lanes One-Way Southbound	Committed Project Under Construction
AL SR 180 (Canal Road Bypass)	AL SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin	Provide Major Intersection Improvement - New bypass alignment Option A	Committed Project
AL SR 180 (Canal Road)	Foley Beach Express	SR 161 (Orange Beach Boulevard)	Baldwin	Provide 5 Lanes Capacity	Committed Project
US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	Illustrative (Beyond 2050)
AL Cross Island Connector (Foley Beach Ext.) - Provide 4 Lanes of Capacity, New Roadway	US 98 (SR 30)	US 90 (SR 10)	Baldwin	Provide 4 Lanes of Capacity, New Roadway	Illustrative (Beyond 2050)
AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	Illustrative (Beyond 2050)
Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)		Baldwin	Shoulder widening path CR 99 to Rosalia Avenue to CR 91 Loop	Illustrative (Beyond 2050)

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
US 98 / SR 42	Barclay Avenue	Alabama State Line	Baldwin	Paved shoulders on US 98 / SR 42	Existing paved shoulders are in place to accommodate safety (April 28, 2023 LRTP Amendment).
US 98 / SR 42	Hillcrest Avenue	Barclay Avenue			
US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Avenue			
AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin	Provide 2 or 4 Lanes of New Capacity	Illustrative (Beyond 2050)
CR 99 Pave Shoulders Construction Phase 100063640	CR 91	Carrier Drive	Baldwin	Paved shoulders on CR 99	Updated in February 21, 2024 Modification #4. Request from Baldwin County to remove.
CR 99 Sidewalks	Carrier Drive	Spanish Cove Drive	Baldwin	Sidewalk on CR 99	Updated in February 21, 2024 Modification #4. Request from Baldwin County to remove.
CR 99 at Spanish Cove Drive North Design Phase 100076570	CR 99	Spanish Cove Drive North	Baldwin	North Turn Lane at CR 99 at Spanish Cove Drive North	Request from Baldwin County to remove.
CR 99 at Spanish Cove Drive North R/W Phase 100076571					
CR 99 at Spanish Cove Drive North Utility Phase 100076572					
CR 99 at Spanish Cove Drive North Construction Phase 100076573					
AL Traffic Operations Center			Baldwin	Construct Traffic Operations Center for Orange Beach	Request from ALDOT and Baldwin County to remove.
FLORIDA					
Gregory Street / Bayfront Parkway / 17th Avenue	Gregory Street / Bayfront Parkway	17th Avenue	Escambia	Provide Flyover / Roundabout	Committed Project. Construction Complete.
Nine Mile Road	Beulah Road	US 29	Escambia	Provide 4 Lanes Capacity	Committed Project. Construction Complete.
US 29	I-10	North of Nine Mile Road	Escambia	Provide 6 Lanes Capacity	Committed Project. Construction Complete.
Longleaf Drive	Pine Forest Road	East of Wymart Road	Escambia	Provide Bi-Directional Center Turn Lane	Committed Project. Construction Complete.
US 29 (North Palafox St)	US 90 (Cervantes St)	West Scott Street	Escambia	Provide Lane Reduction From Four to Two Lanes	Committed Project. Construction Complete.
Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)		Escambia	Main Gate Relocation at Port of Pensacola	No Longer Requested by Port

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia	Roundabout	Construction Complete
Perdido Key Drive Multi-Use Path	Bridge	Park Entrance	Escambia	Perdido Key Drive Multi-Use Path	Construction Complete
Scenic Heights Parks & School Connectivity	Multiple	Multiple	Escambia	Langley Ave crossing and sidewalks	Project Complete
SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N.	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Garden Street	W Street	Alcaniz Street	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
14th Avenue	Cervantes Street	Bayfront Parkway	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Gregory Street	I-110	Bayfront Parkway	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
CR 95A	I-10	US 29	Escambia	Corridor Management Plan/Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Express Bus - Cordova - Downtown	Cordova Mall	Downtown Pensacola (City Hall)	Escambia	Express Bus	Routes redefined by ECAT Transit Development Plan

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
Express Bus - NAS Transit	Rosa Parks Transit Hub	NAS Pensacola, Corry Station	Escambia	Express Bus	Routes redefined by ECAT Transit Development Plan
Chappie James Bridge	Bay Bridge Drive	17th Avenue	Escambia / Santa Rosa	Provide 6 Lanes Capacity	Committed Project. Construction Complete.
US 98 (Gulf Breeze Pkwy)	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity	Committed Project. Construction Underway.
Pea Ridge Connector Phase I	US 90	Hamilton Bridge Road	Santa Rosa	Provide New 4 Lane Road	Committed Project. Construction Complete.
Daniel Street	Shoreline Drive	US 98	Santa Rosa	Provide Additional Capacity	Request to Remove by City of Gulf Breeze
SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Becks Lane Railroad Crossing			Escambia	New railroad crossing on Becks Lane Road east of US 29	Determined not feasible by Escambia County
Jackson Street	Fairfield Drive	New Warrington Road	Escambia	Sidewalks	Project under construction
Chemstrand Road	Johnson Avenue	Kingsfield Road	Escambia	Sidewalks	Project under construction
Saufley Field Road	Mobile Highway	Saufley Field Gate	Escambia	Sidewalks	Project under construction
Old Corry Field Rd	Jackson Street	Lillian Highway	Escambia	Sidewalks	Project under construction
Lanier Drive	Toni Street	SR 742 Creighton Road	Escambia	Sidewalks	Project under construction
CR 95A	I-10	US 29	Escambia	Sidewalks and corridor improvement	Request for removal by Escambia County as project under implementation through CRA

2050 NEEDS PLAN DEFICIENCIES

Deficiencies for the adopted 2050 Needs Plan are illustrated in Appendix I. Deficiencies are determined from the 2050 Northwest Florida Regional Transportation Model. The 2050 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the roadway network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). The analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2050. For this analysis, the following V/C Ratios were used:

Daily v/c Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

As indicated in Appendix I, most of the deficiencies are addressed by the 2050 Needed Improvements. The next step in the process is to reduce the adopted 2050 Needs Plan to a 2050 Cost Feasible Plan. The 2050 Cost Feasible Plan process is documented in an additional Technical Report.

APPENDIX A – EXISTING PLUS COMMITTED ANALYSIS

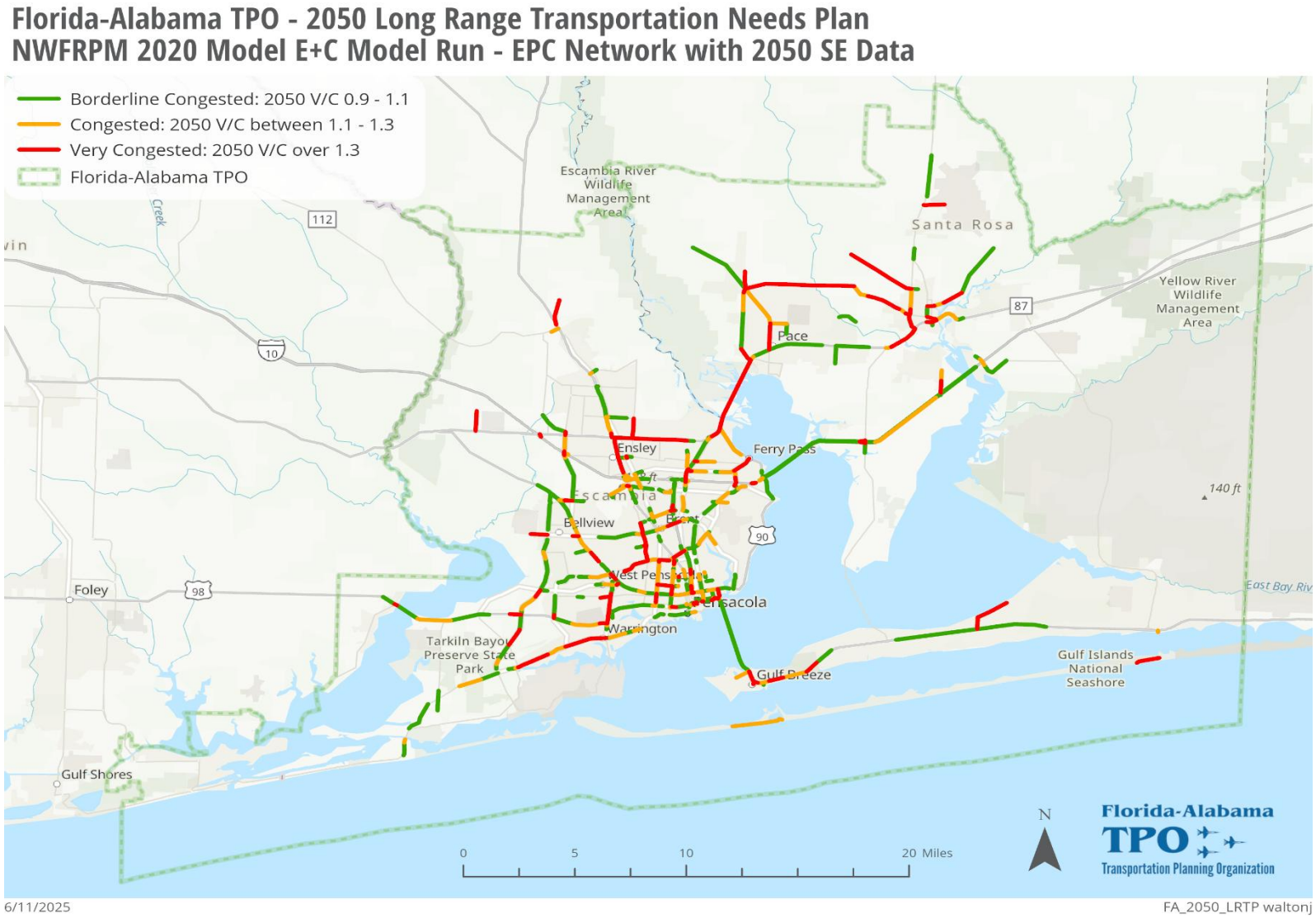
Existing Plus Committed Projects

Roadway	Limits	Project
SR 180 (Canal Road)	Foley Beach Express to SR 161 (Orange Beach Boulevard)	Widen to 5 lanes
Canal Road	SR 161 (Orange Beach Boulevard) to Wilson Street	Widen to 5 lanes
New Bridge	SR 180 (Canal Road) to Foley Beach Express	2 lanes One-Way southbound
SR 180 (Canal Road)	Beaver Creek Lane to Foley Beach Express	Widen to 5 lanes
Canal Road Bypass	SR 180 (Canal Road) to SR 161 (Orange Beach Boulevard)	Intersection Improvement
Gregory Street/Bayfront Parkway/17th Avenue	Gregory Street/Bayfront Parkway to 17th Avenue	Flyover/Roundabout
Olive Road	Gregg Road to Johnson Avenue	Bi-directional Center Turn Lane
Nine Mile Road	Beulah Road to US 29	Widen to 4 lanes
US 29	I-10 to North of Nine Mile Road	Widen to 6 lanes
Pensacola Bay Bridge	Bay Bridge Drive to 17th Avenue	Widen to 6 lanes
Longleaf Drive	Pine Forest Road to East of Wymart Road	Bi-directional Center Turn Lane
Pea Ridge Connector	US 90 to Hamilton Bridge Road	New 4 lanes
SR 30 (US 98)	Bayshore Road to Portside Drive	Widen to 6 lanes
US 29 (North Palafox St)	US 90 (Cervantes St) to West Scott Street	Road Diet from 4 to 2 lanes

Existing Plus Committed Project Map



Existing Plus Committed Project Deficiency Map



APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE MEMBERSHIP

NAME

FDOT

Bryant Paulk

Christy Johnson

Holly Cohen (freight)

ALDOT

Vince Beebe

Scott Moseley

PENSACOLA NAVAL AIR STATION

Steve Opalenik

WHITING FIELD

Randy Roy

HURLBURT FIELD

Scott Davidson

PENSACOLA INTERNATIONAL AIRPORT

Roy Remington

PORT OF PENSACOLA

Thomas Coggin

BICYCLING PERSPECTIVE

Christian Wagley

ESCAMBIA COUNTY AREA TRANSIT

Thaddeus Davenport

BALDWIN REGIONAL AREA TRANSIT SYSTEM

Ann Simpson

CITIZENS ADVISORY COMMITTEE

Vernon Compton

Alan Isaacson

TECHNICAL COORDINATING COMMITTEE

Sarah Sislak

Wendy Gavin

Andrew Holmer

Zakkiyyah Osuigwe

JANUARY 22, 2025 STEERING C0MMITTE MEETING SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #7
January 22, 2025 Meeting Summary

Members Attending
Alan Isaacson, CAC
Vernon Compton, CAC
Wendy Gavin, TCC
Andrew Holmer, TCC
Ann Simpson, BRATS
Randy Roy, Whiting Field
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Thaddeus Davenport, ECAT

Members Not Attending
Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Holly Cohen, FDOT Freight
Jim Kauffman, CAC
Zakkiyyah Osuigwe, TCC
Sarah Hart-Sislak, TCC
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective

Others Attending
Kandase Lee, ECRC
Annie Arguello, ECRC
Tiffany Bates, ECRC
Eric Christianson, ECRC
Jessica Walton, ECRC
Jill Nobles, ECRC
Richard Littlefield, HDR
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #6 meeting summary, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held on-line (Teams Meeting). The in-person component was not held due to snow / ice conditions resulting in local government closures and road closures.

- Gary Kramer welcomed the participants to the seventh Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. At the most recent TPO (December 2024), the following were approved on consent: Congestion Management Process, Evaluation Criteria, and Financial Resources. Today's meeting will focus on the draft Needs Plan.

Draft Needs Plan

- A week prior to the Steering Committee meeting, Steering Committee members were sent:
  - Spreadsheets and maps of Needs Plan projects by category:
    - Existing Plus Committed (E+C) {FY20-28]
    - Bike / Ped / Trail
    - Corridors
    - ECRC Seven-Layer Cake (Vision Zero / safety projects)
    - Strategic Intermodal System (SIS)
    - Non-SIS
    - Public Transportation
    - Intersections / Interchanges
    - Illustrative (beyond 2050)
  - Draft presentation slides
  - A list of projects from 2045 LRTP no longer included in 2050 LRTP.
  - Note: Projects from the current Transportation Improvement Program (TIP) [FY25-29] are included in the Needs Plan within the above categories.

- The Needs Plan development process consists of the following steps:
  - E+C analysis
  - Deficiencies
  - Steering Committee meetings
  - Public Review
  - Adopt

- The E+C Network consists of projects completed or will be completed by 2028. In addition, projects on the current Transportation Improvement Program (TIP) [FY25-29] are included in the Needs Plan development.

- The Northwest Florida Regional Planning Model has been developed by HNTB under contract to FDOT District 3. The model considers many growth factors such as population and housing demands and projects capacity deficiencies in three categories based on a volume-to-capacity (v/c) ratio:
  - Borderline congested (0.9 – 1.1)
  - Congested (1.1 – 1.3)
  - Very Congested (1.3 or greater)

  Roadway network segments were evaluated based on the model output data and segments

  incorporated into the Needs Plan where deficiencies were identified for Congested or Very

  Congested segments. Model development has not yet been provided for AL.

- Additional input on the draft Needs Plan was provided by:
  - Presentations at prior Steering Committee meetings
  - Review of local, regional, ALDOT, and FDOT planning documents (identified in the Goals and Objectives development)
  - Review of TPO planning documents: FL-AL FY25-29 TPO Priorities; FL-AL Bike / Ped / Trail Plan; and the FY25-29 Transportation Improvement Program (TIP)
  - Strategic Intermodal System (SIS) Plans
  - 2045 Long Range Transportation Plan (LRTP)
  - ECRC Safe Streets for All (SS4A) Action Plan (Dec 2024)
  - ECRC Military Installation Resilience Review (MIRR) (Dec 2024)

- The Needs Plan has been developed in a Geographic Information System (GIS) visualization tool and organized into a Dashboard.

- Currently, there are 368 projects in the draft Needs Plan in the following categories:
  - E+C (14)
  - Bike / Ped / Trail (152)
  - Corridor Management (13)
  - Seven-Layer Cake (56)
  - SIS (30)
  - Non-SIS (91)
  - Public Transportation (9)
  - Illustrative (3)
  - Growth of Needs Plan projects from 2045 to 2050 is noted and driven largely by the additional bike / ped / trail projects such as SUNTrail unfunded gaps, and the additional safety and military projects that were identified in the recently completed SS4A Plan and the MIRR studies.

- Needs Plan project costs are in process of being developed and projected to Year of Expenditure based on required inflation factors. Currently, the Needs Plan is at approximately $21.6B YOE with $2.1B in financial resources available. By county, the Needs Plan contains 17 projects for Baldwin County, 209 projects for Escambia County, and 126 projects for Santa Rosa county with the balance being regional projects that cross county lines.

- **E+C projects** include:
  - AL SR 180 (Canal Rd)
  - Beach Express / Waterways
  - Gregory St
  - Olive Road
  - Nine Mile Road
  - US 29 at I-10 Interchange
  - Chappie James Bridge
  - Longleaf Drive
  - Pea Ridge Connector Phase 1
  - North Palafox
  - US 98 Gulf Breeze Parkway
  - No Steering Committee comments were received on the E+C network.

- **Bike / Ped / Trail projects** include:
  - FL-AL Bike / Ped / Trail Plan
  - FDOT Shared-Use Non-Motorized (SUNTrail) unfunded gaps
  - FDEP Office of Greenways and Trails
  - Local plans
  - Current TIP, Priorities
  - Note: the 2050 Plan includes a substantial increase in the number of bike / ped / trail projects due to incorporation of the SUNTrail Unfunded Gap project segments.

  - A Steering Committee member asked if the Bluffline project and the Blackwater Trail Connector projects are included. The projects were displayed from Dashboard to show they are included.

  - A Steering Committee member asked to include a Transportation Alternatives Program (TAP) project and will provide a shape file to include on the Draft Needs Plan.

- **Seven-Layer Cake projects** include:
  - Regional Intelligent Traffic Management Center (RTMC)
  - Intelligent Transportation System (ITS) Communications and fiber networks
  - Safe Streets for All (SS4A) Demonstration Grant
  - SS4A Safety Action Plan High Injury Networks (both segments and intersections)

  - A Steering Committee member asked if two additional projects can be included: Airport Road; and Stewart Street at Magnolia Drive. Airport Road is currently included as one of the SS4A High Injury Network intersections. The FDOT resurfacing project includes improvement at Stewart Street / Magnolia. It does not need to be included in the Needs Plan.

- **SIS projects** include:
  - I-10
  - US 29
  - US 98
  - SR 173

- SR 297
- SR 196
- SR 87 (possible future SIS)
- SR 750

- Steering Committee input is requested for SIS projects:
  - 6-lane need on US 29 to State Line – Beyond 2050? While it seems to a long-term need and could be considered beyond 2050, there was not consensus from the Steering Committee to remove it since it is a SIS Need.

  - I-110 E. Gregory Street Loop Ramp Removal needed? A member of the steering committee asked if the local governments have made an official request? No official requests have been received, but it is being considered in other planning documents such as the City of Pensacola Community Redevelopment Agency plan updates. The consensus was to leave it in at this time pending further input from the TPO or local governments.

  - A member of the Steering Committee member asked if additional letters of support were needed for the SR 87 SIS request. ECRC recognized that those letters of request have been presented to FDOT and nothing additional needs to be provided to the TPO at this time.

- **Non-SIS projects** include:
  - US90
  - US 98
  - SR 180 (AL)
  - SR 742
  - SR 297
  - SR 289
  - SR 292
  - SR 727
  - SR 286
  - SR 298
  - SR 99
  - SR 87
  - County Roads

- Steering Committee input is requested for Non-SIS projects:
  - US 29 Connector West from Beulah to US 29; US 29 Connector East from US 29 to Quintette Road to Five Points; Beulah Road / Kingsfield Road connections, and Well Line, Muscogee, Kingsfield extension. Escambia County requests these projects remain as shown to accommodate areas where growth is occurring / projected in order to accommodate future housing needs.

  - Johnson Avenue new capacity. Escambia County agrees with the new capacity project as shown to address the deficiency leading to and ending at Ellyson Field. The capacity on this segment also addresses truck / freight need to Ellyson Field Industrial Park.

- Pinestead / Longleaf future capacity (between Wymart Rd and US 29). Escambia County believes the existing improvements (E+C) address the need w/out including the previously considered "missing link" segment through the Wedgewood community.

- Nine Mile Road and US 90 through to East Milton. The existing 4-lane and 6-lane segments as presented are agreeable to the Steering Committee.

- Chemstrand Road 4-lane capacity to Kingsfield or Old Chemstrand. Escambia County agrees with the proposed capacity on Chemstrand between Nine and Ten Mile as presented. The connection to UWF may not be a current need but was previously requested by UWF. The potential future Bluffs Industrial Park has not yet advanced sufficiently to indicate a capacity need.

- Any other capacity projects to accommodate planned housing / future growth? None identified.

- Community Redevelopment Agency (CRA) Plan projects? None identified.

- Santa Rosa Island Authority or Gulf Islands National Seashore projects? Tiffany updated the Steering Committee on the coordination with NPS Gulf Islands National Seashore Superintendent, and SRIA.

- Any other state / Federal Land Management Agency needs? They will be given an opportunity to review the draft Needs Plan when the agenda for the TPO is distributed.

- A member of the Steering Committee asked about access links on both the east and west sides of NAS Whiting Field. Both are shown on the Dashboard and included in the Needs Plan.

- **Corridor projects** include:
  - SR 295 (Fairfield)
  - 17th Ave
  - SR 292 (Pace)
  - CR 95A
  - SR 296 (Michigan)
  - SR 89 (Dogwood)
  - Jordan / Maxwell
  - SR 295 (Navy)
  - CR 191 (Munson)
  - W. Main
  - W. Navy
  - Reimagine Jackson
  - Cervantes Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

- No additional Steering Committee input was received during the meeting on Corridor projects.

- **Public Transportation projects** include:
  - Amtrak extension (along CSX rail)
  - Express bus routes: Hurlburt, Orange Beach / Gulf Shores (BRATS connection), Milton, Tiger Point Community Center, Navy Federal
  - ECAT Transfer Facility (new)
  - No additional Steering Committee input was received during the meeting on Corridor projects. BRATS indicated the projects are presented address their needs.

- **Intersection / Interchange projects** include:
  - SL SR 180 Canal / Foley Beach Express
  - US 98 at NAS Corry Station
  - US 98 at SR 295
  - SR 292 at NAS West Gate / SR 173 at SR 292 to NAS West Gate
  - CR 197 Five Points
  - SR 289 (Ninth, Langley, Tippen)
  - Pensacola Beach roundabouts
  - CR 399 roundabouts
  - SR 399 Gulf Breeze Parkway at Pensacola Beach Road
  - I-10 interchanges: Beulah, Nine Mile, Pine Forest, US 29, Ninth Avenue
  - CR 297 / 297A roundabout
  - High-Injury Network Tier 1 Intersections
  - No additional Steering Committee input was received during the meeting on intersection projects.

- **Illustrative** projects include:
  - US 90 / 98 New Connector
  - AL Cross-Island Connector
  - Wolf Bay Bridge
  - No additional Steering Committee input was received during the meeting on Illustrative projects.

Next Steps / Adjournment

- Draft Needs Plan to TPO in February.
- Public involvement in March.
- Steering Committee #8 review in April.
- TPO adoption in May.
- The meeting was adjourned by Gary Kramer.

APRIL 15, 2025 STEERING COMMITTEE MEETING SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #8
April 15, 2025 Meeting Summary

Members Attending
Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen (Online)
Ann Simpson, Director of Transportation, Baldwin County (Online)
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Wendy Gavin, TCC, City of Pensacola (Online)
Zakkiyyah Osuigwe, TCC, Santa Rosa County

Members Not Attending
Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Thaddeus Davenport, ECAT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Sarah Hart-Sislak, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending
Leandra Meredith, ECRC (Online)
Roshita Taylor, ECRC (Online)
Jill Nobles, ECRC (Online)
Jessica Walton, ECRC (Online)
Annie Arguello, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #7 meeting summary, draft Non-SIS Cost Feasible Plan Scenario 1, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Library (239 N. Spring Street, Pensacola, FL), and on-line (Teams Meeting).

- Gary Kramer welcomed the participants to the eighty Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the final Needs Plan and initial draft of the Cost Feasible Plan focusing on the Non-Strategic Intermodal System (non-SIS) Priorities scenario.

Needs Plan

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Spreadsheets and maps of Needs Plan projects by category as revised:
    - Bike / Ped / Trail
    - Capacity
    - Corridor Management
    - ECRC Seven-Layer Cake (Technology)
    - Intersections
    - Public Transportation
    - Existing Plus Committed (E+C) [FY20-28]
    - Illustrative (Beyond 2050)
  - Draft presentation slides
  - A list of projects from 2045 LRTP no longer included in 2050 LRTP.

- The Needs Plan development process consists of the following steps:
  - E+C analysis
  - Deficiencies
  - Steering Committee meetings
  - Public Review
  - Adoption

- Since the last Steering Committee, additional input was sought from the following, but no responses were received from:
  - Federally Recognized Tribes and Santa Rosa Band of the Lower Muscogee
  - Environmental agencies (both FL and AL)
  - Pensacola and Perdido Bay Estuary Program
  - NPS Gulf Islands National Seashore
  - Visit Pensacola

- Florida's Great Northwest
- Pensacola-Escambia Development Commission
- Santa Rosa County Tourist Development Office
- Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]
- Area Housing Commission
- Escambia Consortium
- Community Redevelopment Agencies

- Since the last Steering Committee, three noticed public meetings were completed:
  - Meeting 1 Baldwin County: AL Monday, March 10, 2025; 10:00 – 11:30 a.m.; Orange Beach Public Library

  - Meeting 2 Santa Rosa County, FL: Tuesday, March 11, 2025; 10:00 – 11:30 a.m. Gulf Breeze Community Center;

  - Meeting 3 Escambia County, FL: Wednesday, March 12, 2025; 2:00 – 3:30 p.m. West Florida Public Library

- Public and local government comment received at these meetings are summarized:

  - <u>Meeting 1 Baldwin County:</u>

    - ALDOT asked to clarify the map routes of some of the projects such as the Waterways project. Cory will send ALDOT an e-mail with screenshots for mark-up (e-mail sent 3/10/25). Gary Kramer indicated the current Foley Beach Express account for the 2 lanes going north bound.

    - City of Orange Beach noted a correction on map ID numbers for the Illustrative projects (corrected 3/10/25).

    - ALDOT asked to remove "Grade-Separation" from ID 694 (corrected 3/10/25).

    - ALDOT asked to review limits of Lillian Loop paved shoulders with Baldwin County (Baldwin Co coordination complete 3/11/25 and revised 3/28/25): Recategorized CR 99 Paved Shoulders from Carrier Drive to Rosalia Ave to E+C; and Recategorized CR 91 Paved Shoulders and Rosalia Ave Paved Shoulders to Illustrative.

    - City of Orange Beach asked about the regional extension of Foley Beach Express north to I-65. ALDOT recommended it not be included as it extends well beyond the TPO boundaries.

    - ALDOT asked about the 4-lane capacity on US 90 (ID 600). It was decided to leave the 4-lane capacity need at this time as it may support future land development.

    - ALDOT asked about US 98 in Lillian. SAIN Associates reviewed the traffic counts. It was decided to leave it in the needs plan because of growth in 2050.

- City of Orange Beach asked to add a new Bike / Ped / Trail shared-use path project along the limits of AL SR 182 within the TPO planning area (added 3/10/25). While the project is not yet included in the FL-AL TPO Ped / Bike / Trail Plan, it was agreed to add the project to the Needs Plan at this time to support future grant applications.

- SAIN Associates asked about public transportation projects in Orange Beach. BRATS provides on-demand service and has participated in the Steering Committee meetings. The Needs Plan incorporates their request for regional connections.

- SAIN Associates asked if the Baldwin County Model documentation needs to be included. Gary Kramer indicated the affirmative because Florida's Model documentation is included.

- City of Orange Beach asked to clarify the local road portion of Canal Road east of Orange Beach Boulevard (SR 161) which would not have the AL SR designation. (Corrected 03/11/25).

- Meeting 2 Santa Rosa County:

  - City of Gulf Breeze asked about the Citizens Advisory Committee (CAC) representative. ECRC staff addressed the composition of the CAC which includes a City of Gulf Breeze resident.

  - City of Gulf Breeze asked about the role and function of the ECRC Board. ECRC staff clarified that the Board has approval authority on regional projects that span across the individual TPO limits such as the Safe Streets and Roads for All plans.

  - Santa Rosa County asked to receive Northwest FL Regional Planning Model output to assist in preparation of their East Milton Master Plan. FDOT indicated they will share the model data.

  - City of Gulf Breeze asked about the 8-lane capacity need on US 98 shown on the map. The 8-lane need originates with the Strategic Intermodal System (SIS) Plan in the SIS Long-Range Cost Feasible Plan (FY 35-50) which identifies SIS Project ID 3916 as an 8-Lane improvement. However, a new PD&E will be initiated this Fall which will evaluate and determine whether capacity improvements are needed. It is anticipated that the new PD&E will primarily focus on the reconfiguration of the SR 399 interchange, and access management improvements. City of Gulf Breeze noted an inconsistency on the description of ID 813 (corrected 3/11/25). In the development of Needs Plan projects, SIS project 3916 description was modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR 399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

- ECRC staff will contact Santa Rosa County Economic Development Director, Mr. Shannon Ogletree, to see if there are other freight or capacity needs on SR 87 or US 90 in support of recent and on-going initiatives for industrial park development in the East Milton area. (Note: complete by ECRC April 7, 2025. No additional input needed.)

- ALDOT asked if the map ID number refer to priority ranking? No – these are simply identification numbers with no linkage or reference to priority ranking.

- Meeting 3 Escambia County:

  - An attendee asked about the roundabout on CR 297/297A. This project is incorporated from a completed FDOT PD&E. For additional information on the PD&E, see https://nwflroads.com/projects/441056-2.

  - An attendee asked how freight and rail projects are incorporated. Freight and rail projects were provided by the state-wide FDOT Freight and Rail Office based on the Freight Mobility and Trade Plan (FMTP), as presented by the FDOT Freight and Rail Planning Administrator at the August 12, 2024 LRTP Steering Committee meeting. The meeting participant was interested to know if any railroad projects were identified, because there has been mention of rail vulnerabilities as part of the on-going city and county vulnerability assessments in other meetings. The Amtrak passenger rail project is included in the Needs Plan. However, no freight rail projects were requested by FDOT in the identified based on the current Freight Mobility and Trade Plan. However, as additional plans such as the vulnerability assessments are approved, the Needs Plan can be modified to incorporate additional projects.

  - An attendee asked how the Evaluation Criteria were developed and applied. Responses were provided to clarify elements of the Evaluation Criteria which have been previously approved by the Steering Committee and TPO. An explanation was provided to clarify how the Evaluation Criteria will be applied to the Needs Plan projects as a way to analyze which projects may have greater need based on the approved criteria.

  - Additional input was provided by Escambia County on February 27, 2025. Detailed responses were reviewed with Escambia County and summarized below:

    - Bike / Ped / Trail requests reviewed based existing Plan; where needed, gaps were incorporated to include Guidy Lane, Pensacola Beach Shared Use Path, and implementation of the Reimagine Jackson projects.

    - Non-SIS Capacity projects were added for W. Nine Mile Pedestrian Overpass at Beulah Middle School, SR 99 Beulah Rd (4-lane), Wilde Lake Blvd (2-lane), Klondike Rd (2-lane), and Eight Mile Creek Rd (2-lane).

    - Intersection improvements at six locations on US 29 referred to Transportation System Management (TSM) for implementation

    - Greenbrier Blvd extension to UWF retained

- Currently, there are 367 projects in the reorganized Needs Plan [368 projects at Steering Committee Meeting 7, February 2025; & 253 projects in 2045] in the following categories:
  - Bike / Ped / Trail (144)
  - Capacity (106)
  - Corridor Management (12)
  - Seven-Layer Cake (59)
  - Intersections (17)
  - Public Transportation (9)
  - E+C (16)
  - Illustrative (4)

  Maps and spreadsheets of each of the categories were presented and reviewed and provided as meeting handouts. Note that projects were re-numbered from the previous Steering Committee to accommodate the revised categories.

  The Steering Committee did not have any additional comments on the Needs Plan projects. As such, the Needs Plan will be advanced to the TPO, TCC, and CAC for consideration at their May meetings.

- Discussion turned to the Cost Feasible Plan development. The final step in the 2050 LRTP is reducing the Needs Plan to a Cost Feasible Plan based on revenue.

- FL SIS Cost Feasible Plan is provided by FDOT. This scenario has been developed and will be presented to the next Steering Committee. All SIS projects in the three SIS Plans are considered funded.

- Non-SIS Capacity projects are considered based on scenarios:
  - Non-SIS Project Priorities Alternative for Florida (draft provided at this meeting)
  - Non-SIS Evaluation Criteria Alternative for Florida (draft at next meeting)
  - Non-SIS Multi-Modal Alternative for Florida (draft at next meeting)
  - Hybrid option developed from these three for TPO approval (draft at next meeting).

- Alabama Alternative (draft at next meeting)

- Updated financial resources data were presented for FL.
  - Source is FDOT 2050 Revenue Forecast Handbook.

  - Additional guidance provided by FDOT October 1, 2025, and March 27, 2025.

  - Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:
    - State Highway System (SHS, non-SIS) [Handbook Table 30]
    - Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]
    - Federal Surface Transportation Block Grant (STBG) Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3 (March 2025)]

  - Capacity funding does <u>not</u> include:
    - Transit [Handbook Table 32]
    - Carbon Reduction Program [Handbook Table 29]
    - Transportation Alternatives (TA) [Handbook Table 28]
    - Transportation Regional Incentive Program (TRIP) [Handbook Table 15]

- The total 2050 Non-SIS Capacity funding is **$325.48M** [Present Day Cost]. For comparison, 2045 (w/out SIS): $763.2M YOE; or $449.9M PDC; and 2050 (w/out SIS): $532.8M YOE; or $325.5M PDC. This represents 28% decrease PDC.

- Additional guidance was provided by FDOT on April 15 (just prior to this Steering Committee meeting) to clarify how to calculate the additional 22% for PD&E and Design Production Support. The tables will be updated.

- This first Cost Feasible Plan (CFP) Scenario is the Non-SIS Priorities based on the FY27-31 Priorities under development.

- This scenario determines how many Non-SIS Priorities, in order of priority, can be funded with available revenue of $325.5M PDC.

- There is an additional $71.6M (state funds) for PD&E and Design, based on guidance from the Handbook. Note: this number was estimated at $65.1M for the Steering Committee meeting materials and did not incorporate the revised guidance received on April 15, 2025 just prior to the meeting.

- Draft Non-SIS Scenario 1 was reviewed. Note: the following images reflect the updated numbers revised after the Steering Committee meeting.

- There was discussion about future funding on the Navarre Community Access Road and Connecting the Collector projects. The Navarre Community Access Road PD&E is under but delayed until September 2025. Hurlburt is seeking additional funding for the adjacent Connecting the Collector project (in Okaloosa County). Steering Committee members discussed federal grants that might help. Gary clarified that if grant or local funding contributes to the project development, the additional revenue can be used to potentially bring a project into the Cost Feasible Plan for these and locally-funded PD&E studies such as CR 197 Chumuckla Highway (Santa Rosa County).

Next Steps / Adjournment

- May 2025 TPO: Final Needs Plan and initial draft Cost Feasible Plan
- TBD: Steering Committee Meeting #9 (June)
- Cost Feasible Plan public outreach (June / July)
- Steering Committee #10 (July)
- August 2025 TPO: Cost Feasible Plan adoption
- The meeting was adjourned by Gary Kramer.

APPENDIX C – PUBLIC MEETING ADVERTISMENTS AND RESPONSES

2050 Long Range Transportation Plan Needs Plan Public Meeting Advertisements

The Florida-Alabama TPO will host a **public workshop on March 10, 2025, at 10:00 a.m.** The workshop will be held **in person** at the **Orange Beach Library, located at 26267 Canal Rd, Orange Beach, AL 36561.**

The Long Range Transportation Plan (LRTP) is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years.

A full agenda can be viewed by scanning the QR Code in the event cover photo or at www.ecrc.org/FLALTPOMeetings.

Public input is valuable to the TPO, we encourage our communities to submit input through a variety of avenues. Comments for the public forum can be submitted via eComment Card, email, or phone, learn how at www.ecrc.org/FLALPublicForum. All comments submitted will be disseminated to the board. Please email publicinvolvement@ecrc.org with additional questions or concerns.

In compliance with the Americans with Disabilities Act, reasonable accommodations to access meetings and limited English proficiency are available upon request. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services should contact Public Involvement toll-free at 800-226-8914 or TTY 711, at least 48 hours in advance. Para informacion en espanol, puede llamar a Ada Clark al 850-332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemanos.

Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who believe they have been discriminated against on these conditions may file a complaint with the Title VI Coordinator, 850-332-7976, ext. 220.

The Florida-Alabama TPO is staffed by the Emerald Coast Regional Council, a regional entity providing professional technical assistance, planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance the quality of life in Northwest Florida.

The Florida-Alabama TPO will host a **public workshop on March 11, 2025, at 10:00 a.m.** The workshop will be held **in person** at the **Gulf Breeze Community Center, 800 Shoreline Drive Gulf Breeze, Florida.**

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The Florida-Alabama TPO will host a **public workshop on March 12, 2025, at 2:00 p.m.** The workshop will be held **in person** at the **Pensacola Library 239 N Spring St, Pensacola, FL 32502**

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Draft 2050 Long Range Transportation Plan Needs Plan Public Meeting Summary
March 10, 2025 Orange Beach Library

- ALDOT asked to clarify the map routes of some of the projects such as the Waterways project. Cory will send ALDOT an e-mail with screenshots for mark-up (e-mail sent 3/10/25). Gary Kramer indicated the current Foley Beach Express account for the 2 lanes going north bound.
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- City of Orange Beach asked to clarify the local road portion of Canal Road east of Orange Beach Boulevard (SR 161) which would not have the AL SR designation. (Corrected 03/11/25 for ID 76, and ID 301).

- City of Gulf Breeze asked about the Citizens Advisory Committee (CAC) representative. ECRC staff addressed the composition of the CAC which includes a City of Gulf Breeze resident.
- City of Gulf Breeze asked about the role and function of the ECRC Board. ECRC staff clarified that the Board has approval authority on regional projects that span across the individual TPO limits such as the Safe Streets and Roads for All plans.
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- An attendee asked how freight and rail projects are incorporated. Freight and rail projects were provided by the state-wide FDOT Freight and Rail Office based on the *Freight Mobility and Trade Plan* (FMTP), as presented by the FDOT Freight and Rail Planning Administrator at the August 12, 2024 LRTP Steering Committee meeting. The meeting participant was interested to know if any railroad projects were identified, because there has been mention of rail vulnerabilities as part of the on-going city and county vulnerability assessments in other meetings. The Amtrak passenger rail project is included in the Needs Plan. However, no freight rail projects were requested by FDOT in the identified based on the current *Freight Mobility and Trade Plan.* However, as additional plans such as the vulnerability assessments are approved, the Needs Plan can be modified to incorporate additional projects.
- An attendee asked how the Evaluation Criteria were developed and applied. Responses were provided to clarify elements of the Evaluation Criteria which have been previously approved by the Steering Committee and TPO. An explanation was provided to clarify how the Evaluation Criteria will be applied to the Needs Plan projects as a way to analyze which projects may have greater need based on the approved criteria.

APPENDIX D – PUBLIC OUTREACH AND RESPONSES

This memo summarizes the public outreach and responses related to the Long-Range Transportation Plan (LRTP) question included in the Florida-Alabama TPO 2050 Project Priorities survey conducted in Spring 2025. While the primary focus of the survey was on project-level priorities, one question was included to inform long-term planning needs as part of the LRTP Needs Plan. This was done intentionally to reduce survey fatigue and confusion in messaging.

Survey Overview

- **Survey Duration:** March 10 – April 25, 2025
- **Total Responses:** 128
- **Format:** Survey 123
- **LRTP-Specific Questions:** 1 (out of 9 total questions)
- **Workshops Held:**
    - March 10 – Baldwin County
    - March 11 – Santa Rosa County
    - March 12 – Escambia County

These workshops were publicly noticed, listed on the ECRC calendar, and promoted through the project webpage.

LRTP Survey Question

"Which transportation improvements should be considered for the future (20–25 years)?"
Participants ranked each option from 1 (Lowest Priority) to 5 (Top Priority).

Weighted Average Rankings:

Priority Area	Score
Upgrading major intersections and interchanges	**4.34** Top priority
Expanding major roadways	4.23
Implementing smart transportation systems	3.86
Strengthening emergency response and evacuation routes	3.69
Investing in cost-effective transportation solutions	3.61
Expanding multimodal connectivity	**3.39** Lowest-ranked

The results show a clear preference for intersection upgrades, congestion relief, and system reliability. At the same time, multimodal options (such as transit and bike lanes) were ranked lower, likely due to the region's auto-centric context.

Top Zip Codes Represented:
Some zip codes fall outside the FL-AL TPO boundary but are considered relevant due to regional commute patterns.

- **32507 (Pensacola)** – 27
- **32561 (Gulf Breeze)** – 21
- **32566 (Navarre)** – 15
- **32571 (Milton/Pace)** – 10
- **32570 (Milton)** – 9
- **32506 (Pensacola)** – 8

Outreach Summary:

- **Direct Partner Contacts:** Over 46 regional organizations, PIOs, chambers, and advocacy groups
- **Email Distribution:** 289+ subscribers received email notifications
- **Social Media:** Shared on Facebook, Instagram, and Nextdoor
- **Media Coverage:** *Santa Rosa Press Gazette*, *Island Times*, *Gulf Breeze News*

Examples of Partner Engagement:

- **Escambia and Santa Rosa County PIOs** – Shared press releases, posted on official websites
- **Navarre and Pace Chambers** – Shared in newsletters and on Facebook
- **First Place Partners, Flood Defenders, HAAS Center** – Shared through email networks and social media
- **Rotary Clubs, NAACP chapters, neighborhood associations** – Included in outreach lists

These efforts contributed to geographic and demographic diversity among respondents.

Additional Notes & Clarifications

- The LRTP data presented is based on a **single question** intentionally included in the Project Priorities survey.
- This summary reflects alignment with prior discussions and expectations with the LRTP Project Manager.
- **Workshop notes** will be added separately by the PM to provide qualitative insight into long-term priorities discussed at the public meetings.

Attachments Provided

1. FL-AL 2050 LRTP Survey (PDF copy of form)
2. LRTP Priority Results Chart (PNG format)

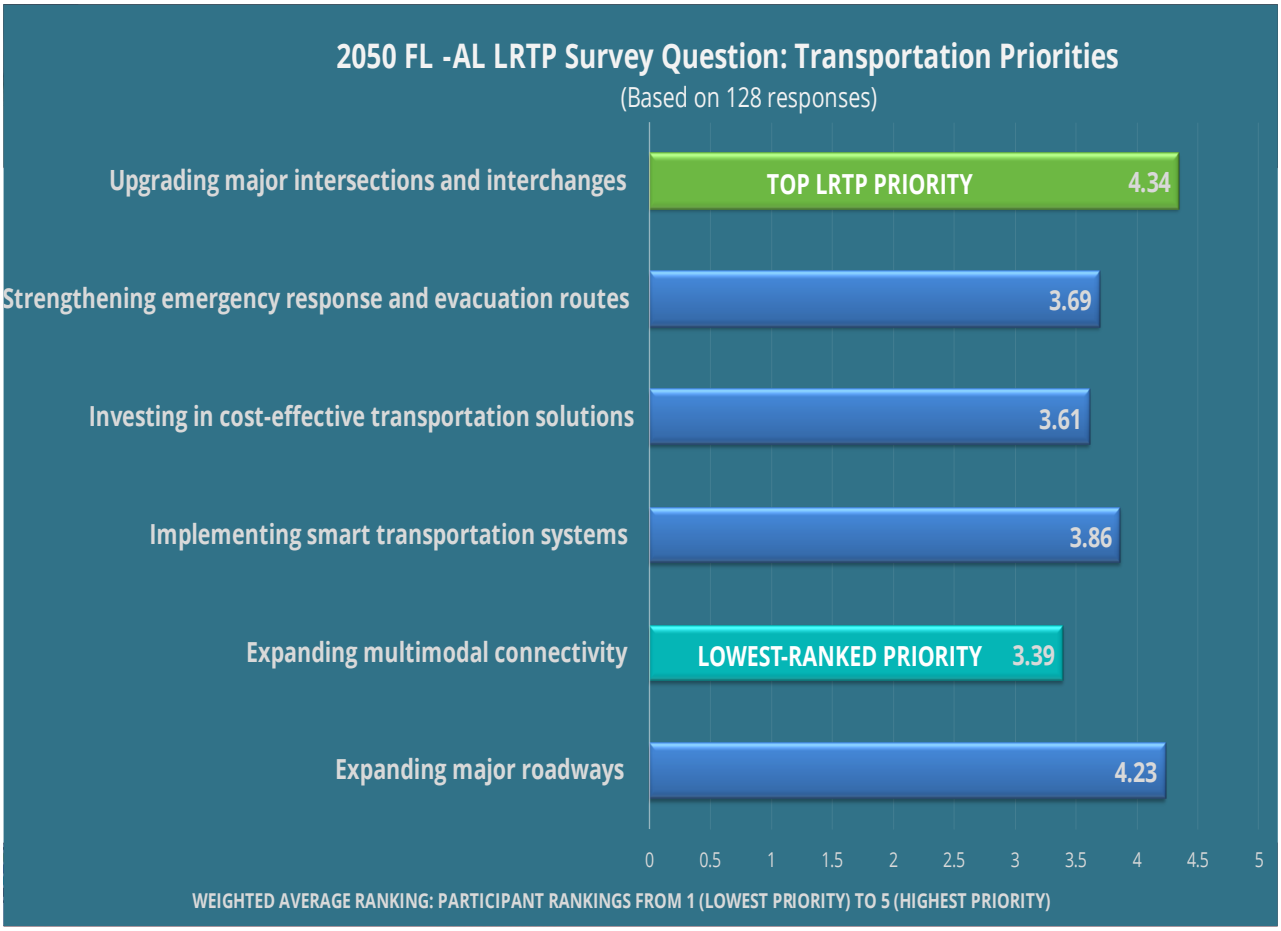
2050 Long-Range Transportation Plan (LRTP)

The following questions focus on the **2050 Long-Range Transportation Plan (LRTP)** for the **Florida-Alabama Transportation Planning Organization (TPO).** Your input will help shape transportation priorities for the next **20-25 years** to support future growth, mobility, and infrastructure needs.

9. Which transportation improvements should be considered for the future (20-25 years)?

(Rank each from 1 = Lowest Priority to 5 = Top Priority)

Future Transportation Improvement	1 (Low Priority)	2	3	4	5 (Top Priority)
Expanding major roadways: Developing new routes and increasing road capacity to support future growth.	☐	☐	☐	☐	☐
Upgrading major intersections and interchanges: Redesigning high-traffic corridors and bottlenecks to improve traffic flow.	☐	☐	☐	☐	☐
Implementing smart transportation systems: Expanding real-time traffic monitoring, adaptive signals, and emerging technology.	☐	☐	☐	☐	☐
Expanding multimodal connectivity: Improving transit, bike lanes, sidewalks, and pedestrian-friendly infrastructure.	☐	☐	☐	☐	☐
Strengthening emergency response and evacuation routes: Improving roads for emergency vehicles and disaster response.	☐	☐	☐	☐	☐
Investing in cost-effective transportation solutions: Prioritizing improvements that balance growth, efficiency, and long-term needs.	☐	☐	☐	☐	☐


2050 FL -AL LRTP Survey Question: Transportation Priorities
(Based on 128 responses)
Upgrading major intersections and interchanges
TOP LRTP PRIORITY
4.34
Strengthening emergency response and evacuation routes
3.69
Investing in cost-effective transportation solutions
3.61
Implementing smart transportation systems
3.86
Expanding multimodal connectivity
LOWEST-RANKED PRIORITY
3.39
Expanding major roadways
4.23
0
0.5
1
1.5
2
2.5
3
3.5
4
4.5
5
WEIGHTED AVERAGE RANKING: PARTICIPANT RANKINGS FROM 1 (LOWEST PRIORITY) TO 5 (HIGHEST PRIORITY)

APPENDIX E – UNIT COSTS

FLORIDA PROJECT UNIT COSTS

District 3 Estimates 2023 Cost Per Mile Models									
LRE Project No.	Estimator	Rural Roadway Arterial (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333301-1-52-07	AB	New Construction (2-Lane Roadway) 5' Paved Shoulders, undivided	$ 8,746,298.60	$ 874,629.86	$ 962,092.85	$ 10,583,021.31	$ 1,587,453.20	$ 121,704.75	$ 12,292,179.26
333302-1-52-07	RK	New Construction (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 11,779,941.55	$ 1,177,994.16	$ 1,295,793.57	$ 14,253,729.28	$ 2,138,059.39	$ 150,000.00	$ 16,541,788.67
333303-1-52-07	CB	New Construction (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 12,752,586.99	$ 1,275,258.70	$ 1,402,784.57	$ 15,430,630.26	$ 2,314,594.54	$ 150,000.00	$ 17,895,224.80
333304-1-52-07	AB	Milling and Resurfacing (2-Lane Roadway) 5' Paved Shoulders, undivided	$ 675,204.60	$ 67,520.46	$ 74,272.51	$ 816,997.57	$ 122,549.64	$ 46,977.36	$ 986,524.57
333305-1-52-07	RK	Milling and Resurfacing (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 1,393,222.88	$ 139,322.29	$ 153,254.52	$ 1,685,799.69	$ 252,869.95	$ 50,000.00	$ 1,988,669.64
333306-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 2,043,414.23	$ 204,341.42	$ 224,775.56	$ 2,472,531.21	$ 370,879.68	$ 50,000.00	$ 2,893,410.89
333307-1-52-07	AB	Add 2 Lanes (2 to 4) Lanes divided with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) to Interstate Standards, divided 40' Median, Lt & Rt T. Lanes	$ 11,827,408.76	$ 1,182,740.88	$ 1,301,014.96	$ 14,311,164.60	$ 2,146,674.69	$ 150,000.00	$ 16,607,839.29
333308-1-52-07	RK	Add 2 Lanes (4 to 6) Lanes with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) divided 40' Median, Lt & Rt T. Lanes	$ 9,599,784.30	$ 959,978.43	$ 1,055,976.27	$ 11,615,739.00	$ 1,742,360.85	$ 133,581.00	$ 13,491,680.85
333309-1-52-07	CB	Add 2 Lanes (6 to 8) Lanes with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) divided 40' Median, Lt & Rt T. Lanes	$ 10,543,527.84	$ 1,054,352.78	$ 1,159,788.06	$ 12,757,668.68	$ 1,913,650.30	$ 146,713.19	$ 14,818,032.17
333310-1-52-07	AB	Add 1 Through Lane 12' on Inside (Resurface Existing) with 5' Paved Shoulders	$ 3,050,058.62	$ 305,005.86	$ 402,607.74	$ 3,757,672.22	$ 563,650.83	$ 50,000.00	$ 4,371,323.05
333311-1-52-07	RK	Add 1 Through Lane on Outside (Resurface Existing) with 5' Paved Shoulders	$ 2,308,640.52	$ 230,864.05	$ 253,950.46	$ 2,793,455.03	$ 419,018.25	$ 50,000.00	$ 3,262,473.28
333312-1-52-07	CB	Add 300' Exclusive Left Turn Lane(Rural Typical resuface existing lanes)	$ 303,781.45	$ 82,020.99	$ 77,160.49	$ 462,962.93	$ 69,444.44	$ 26,620.37	$ 559,027.74
333313-1-52-07	AB	Add 300' Exclusive Right Turn Lane(Rural Typical resurface existing lanes)	$ 306,071.47	$ 76,517.87	$ 76,517.87	$ 459,107.21	$ 68,866.08	$ 26,398.66	$ 554,371.95

LRE Project No.		Urban Roadway Arterial (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333314-1-52-07	RK	New Construction (2-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided	$ 11,673,227.82	$ 1,167,322.78	$ 1,284,055.06	$ 14,124,605.66	$ 2,118,690.85	$ 150,000.00	$ 16,393,296.51
333315-1-52-07	CB	New Construction (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	$ 18,235,368.10	$ 1,823,536.81	$ 2,005,890.49	$ 22,064,795.40	$ 3,309,719.31	$ 150,000.00	$ 25,524,514.71
333316-1-52-07	AB	New Construction (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	$ 21,853,990.54	$ 2,185,399.05	$ 2,403,938.96	$ 26,443,328.55	$ 3,966,499.28	$ 150,000.00	$ 30,559,827.83
333317-1-52-07	RK	Milling and Resurfacing (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	$ 1,355,453.64	$ 135,545.36	$ 149,099.90	$ 1,640,098.90	$ 246,014.83	$ 50,000.00	$ 1,936,113.73
333318-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	$ 1,973,336.00	$ 197,333.60	$ 260,480.35	$ 2,431,149.95	$ 364,672.49	$ 50,000.00	$ 2,845,822.44
333319-1-52-07	AB	Add 2 Lanes (2 to 4) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$ 15,816,658.15	$ 1,581,665.82	$ 1,739,832.40	$ 19,138,156.37	$ 2,870,723.46	$ 150,000.00	$ 22,158,879.83
333320-1-52-07	RK	Add 2 Lanes (4 to 6) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$ 12,669,189.65	$ 1,266,918.97	$ 1,393,610.86	$ 15,329,719.48	$ 2,299,457.92	$ 150,000.00	$ 17,779,177.40
333321-1-52-07	CB	Add 2 Lanes (6 to 8) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$ 14,154,295.48	$ 1,415,429.55	$ 1,556,972.50	$ 17,126,697.53	$ 2,569,004.63	$ 150,000.00	$ 19,845,702.16
333322-1-52-07	AB	Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	$ 4,684,888.53	$ 468,488.85	$ 618,405.29	$ 5,771,782.67	$ 865,767.40	$ 66,375.50	$ 6,703,925.57
333323-1-52-07	RK	Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	$ 2,899,474.10	$ 434,921.12	$ 400,127.43	$ 3,734,522.65	$ 560,178.40	$ 50,000.00	$ 4,344,701.05
333324-1-52-07	CB	Add 300' Exclusive Left Turn Lane	$ 571,659.35	$ 85,748.90	$ 131,481.65	$ 788,889.90	$ 118,333.48	$ 45,361.17	$ 952,584.55
333325-1-52-07	AB	Add 300' Exclusive Right Turn Lane	$ 546,987.30	$ 109,397.46	$ 131,276.95	$ 787,661.71	$ 118,149.26	$ 45,290.55	$ 951,101.52

LRE Project No.		Rural Roadway Arterial (Interstate) (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333326-1-52-10	RK	New 4-L interstate divided median 10' outside, 4' inside paved shlders	$ 14,129,683.64	$ 1,412,968.36	$ 1,554,265.20	$ 17,096,917.20	$ 2,564,537.58	$ 150,000.00	$ 19,811,454.78
333328-1-52-07	CB	Add 2 lanes (4 to 6) Interstate no Interchg or Struct., lanes inside 10' out 4' in shlders	$ 13,276,043.50	$ 944,087.23	$ 1,038,495.95	$ 15,258,626.68	$ 1,713,518.32	$ 139,069.74	$ 17,111,214.74
333328-2-52-07	AB	Add 2 lanes (6 to 8) Interstate no Interchg or Struct., lanes inside 10' out 4' in shlders	$ 13,100,459.06	$ 1,310,045.91	$ 1,729,260.60	$ 16,139,765.57	$ 2,420,964.84	$ 157,700.00	$ 18,718,430.41
333329-1-52-07	RK	Add 2 lanes (4 to 6) Interstate, widen 2 struct to inside, 10' out 4' in shlders, highmast	$ 25,377,664.81	$ 2,537,766.48	$ 2,791,543.13	$ 30,706,974.42	$ 4,606,046.16	$ 157,700.00	$ 35,470,720.58
LRE Project No.		Interchange on Interstate (cost per interchange)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333331-1-52-07	CB	Interstate Diamond Interchange	$ 34,903,741.08	$ 3,490,374.11	$ 4,607,293.82	$ 43,001,409.01	$ 6,450,211.35	$ 150,000.00	$ 49,601,620.36
333332-1-52-07	AB	Partial cloverleaf interchange with 2 loop ramps - Mainline over crossroad	$ 57,881,162.24	$ 5,788,116.22	$ 6,366,927.85	$ 70,036,206.31	$ 10,505,430.95	$ 150,000.00	$ 80,691,637.26
333333-1-52-07	RK	Rural Trumpet Interchange - Ramps over crossroad	$ 32,600,128.48	$ 3,260,012.85	$ 3,586,014.13	$ 39,446,155.46	$ 5,916,923.32	$ 150,000.00	$ 45,513,078.78
LRE Project No.		Frontage Roads Rural (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333334-1-52-07	CB	New Construction (1-Lane Roadway) 1 - 12' lane	$ 1,889,991.54	$ 188,999.15	$ 207,899.07	$ 2,286,889.76	$ 343,033.46	$ 50,000.00	$ 2,679,923.22
333335-1-52-07	AB	New Construction (2-Lane Roadway) 2 - 12' lanes	$ 2,700,058.28	$ 270,005.83	$ 356,407.69	$ 3,326,471.80	$ 498,970.77	$ 50,000.00	$ 3,875,442.57

LRE Project No.		Roadway Traffic Signals (Per Location / Intersection)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333341-1-52-07	RK	Strain Poles Flashing Beacon Rural 2 - lane undivided	$ 112,725.00	$ 11,272.50	$ 12,399.75	$ 136,397.25	$ 20,459.59	$ 7,842.84	$ 164,699.68
333342-1-52-07	CB	Strain Poles Flashing Beacon Urban 2 - lane undivided	$ 103,775.15	$ 10,377.52	$ 11,415.27	$ 125,567.94	$ 18,835.19	$ 7,220.16	$ 151,623.29
333343-1-52-07	AB	Strain Poles Flashing Beacon RURAL 4 - lane divided	$ 106,575.00	$ 10,657.50	$ 14,067.90	$ 131,300.40	$ 19,695.06	$ 7,549.77	$ 158,545.23
333344-1-52-07	RK	Strain Poles Flashing Beacon Urban 4 - lane undivided	$ 151,091.40	$ 15,109.14	$ 19,944.06	$ 186,144.60	$ 27,921.69	$ 10,703.31	$ 224,769.60
333347-1-52-07	CB	Mast Arms Signals URBAN 2 - Lane undivided	$ 454,720.45	$ 45,472.04	$ 50,019.25	$ 550,211.74	$ 82,531.76	$ 31,637.18	$ 664,380.68
333348-1-52-07	AB	Mast Arms Signals URBAN 4 - Lane divided	$ 800,206.35	$ 80,020.63	$ 88,022.70	$ 968,249.68	$ 145,237.45	$ 50,000.00	$ 1,163,487.13
333349-1-52-07	RK	Mast Arms Signals URBAN 6 - Lane divided	$ 911,236.55	$ 91,123.66	$ 120,283.23	$ 1,122,643.44	$ 168,396.52	$ 50,000.00	$ 1,341,039.96
333350-1-52-07	CB	Strain Poles Signals Rural 2 - lane undivided	$ 164,144.00	$ 36,111.68	$ 36,046.02	$ 236,301.70	$ 35,445.25	$ 13,587.35	$ 285,334.30
333351-1-52-07	AB	Strain Poles Signals Rural 4 - lane divided	$ 288,638.25	$ 34,636.59	$ 38,792.98	$ 362,067.82	$ 54,310.17	$ 20,818.90	$ 437,196.89
333352-1-52-07	RK	Strain Poles Signals Rural 6 - lane divided	$ 399,078.90	$ 39,907.89	$ 52,678.41	$ 491,665.20	$ 73,749.78	$ 28,270.75	$ 593,685.73
333353-1-52-07	CB	Strain Poles Signals Urban 2 - lane undivided	$ 205,408.58	$ 20,540.86	$ 27,113.93	$ 253,063.37	$ 37,959.51	$ 14,551.14	$ 305,574.02
333354-1-52-07	AB	Strain Poles Signals Urban 4 - lane divided	$ 280,343.05	$ 33,641.17	$ 37,678.11	$ 351,662.33	$ 52,749.35	$ 20,220.58	$ 424,632.26
333355-1-52-07	RK	Strain Poles Signals Urban 6 - lane divided	$ 358,875.35	$ 35,887.54	$ 47,371.55	$ 442,134.44	$ 66,320.17	$ 25,422.73	$ 533,877.34
333356-1-52-07	CB	Mast Arms Signals RURAL 2 - lane undivided	$ 460,911.20	$ 46,091.12	$ 50,700.23	$ 557,702.55	$ 83,655.38	$ 32,067.90	$ 673,425.83
333357-1-52-07	AB	Mast Arms Signals RURAL 4 - lane divided	$ 785,795.00	$ 78,579.50	$ 103,724.94	$ 968,099.44	$ 145,214.92	$ 50,000.00	$ 1,163,314.36
333358-1-52-07	RK	Mast Arms Signals RURAL 6 - lane divided	$ 914,797.60	$ 91,479.76	$ 120,753.28	$ 1,127,030.64	$ 169,054.60	$ 50,000.00	$ 1,346,085.24

LRE Project No.		Roadway Bicycle and Pedestrian Facilities (cost per mile, Sq. Ft., per Int)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333360-1-52-07	CB	Sidewalks Per Mile (5' Width - 1 Side)	$ 395,989.65	$ 39,598.96	$ 43,558.86	$ 479,147.47	$ 71,872.12	$ 27,550.98	$ 578,570.57
333362-1-52-07	AB	Sidewalks Per Mile (5' Width - Both Sides)	$ 626,800.30	$ 62,680.03	$ 68,948.03	$ 758,428.36	$ 113,764.25	$ 43,609.63	$ 915,802.24
333363-1-52-07	RK	Bike Lane Per Mile (5' Paved Shlders) Both sides	$ 464,107.49	$ 46,410.75	$ 51,051.82	$ 561,570.06	$ 84,235.51	$ 32,290.28	$ 678,095.85
333364-1-52-07	CB	Multi-Use Trail Per Mile (12' Width - 1 Side) off Roadway	$ 1,043,940.72	$ 104,394.07	$ 114,833.48	$ 1,263,168.27	$ 189,475.24	$ 50,000.00	$ 1,502,643.51
333365-1-52-07	AB	Pedestrian Activated Signal Per Intersection 4 - way	$ 53,700.00	$ 5,370.00	$ 7,088.40	$ 66,158.40	$ 9,923.76	$ 3,804.11	$ 79,886.27
333366-1-52-07	RK	Crosswalk per intersection 12" white stripe(Paint / Thermo) 5 - 12' lanes on all quadrants	$ 5,040.00	$ 504.00	$ 665.28	$ 6,209.28	$ 931.39	$ 357.03	$ 7,497.70
333375-1-52-07	N/A	Pedestrian Overpass with Handicap Ramps per Sq. Ft.				$ -			$ -
LRE Project No.		Roadway Stormwater Retention Facilities (Per Pond)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333370-1-52-07	CB	1 (1.0 Acre Pond Site) complete w/o fencing	$ 514,530.00	$ 51,453.00	$ 56,598.30	$ 622,581.30	$ 93,387.20	$ 35,798.43	$ 751,766.93
333371-1-52-07	AB	1 (2.5 Acre Pond Site) complete w/o fencing	$ 958,100.00	$ 95,810.00	$ 105,391.00	$ 1,159,301.00	$ 173,895.15	$ 50,000.00	$ 1,383,196.15
333372-1-52-07	RK	1 (5.0 Acre Pond Site) complete w/o fencing	$ 1,686,600.00	$ 168,660.00	$ 185,526.00	$ 2,040,786.00	$ 306,117.90	$ 50,000.00	$ 2,396,903.90

NOTE:

1. Present Day Cost, based on typical sections component and sub-component details, developed in the LRE system with current bid history
2. Unit prices based on current D-3 market area or county unit price at the pay item level.
3. These cost are not project specific, should be used for preliminary cost only.
4. **CEI is normally 15% of the Construction cost, (NOT INCLUDED).**

District 3 Estimates
2023 Bridge Cost Per Square Foot Models (Bridge History Report/ Current Market Trends)

	New Bridge Construction	Cost Per Square Foot
CB	0 -100 Feet in Length	$ 425.00
AB	100 - 500 Feet in Length	$ 400.00
RK	500 - 1,000 Feet in Length	$ 375.00
CB	1,000+ Feet in Length	$ 350.00
AB	Pedestrian Overpass (Ramps, Full enclosure)	$ 1,500.00
	CSX Bridge	$ 1,800.00
	Phased Construction	Add 30%
	Bridge Construction Over Railroad	Add 25%
	Bridge Construction Over Traffic/Roadway	Add 25%
	Bridge Removal	**Cost Per Square Foot**
	Bridge Removal of (Existing Bridge)	$ 65.00
N/A	Phased Construction Bridge Removal of (Existing Bridge)	$ 300.00
	On Site Diversion Costs	**Cost Per Square Foot**
	Acrow Bridge	$ 70.00
	Removal/ Maintenance	50 % of Acrow Total
	Thrie Beam (2 X Length of Acrow)	$50.00/LF
	Bridge Widening	**Cost Per Square Foot**
RK	Bridge Widening	$ 450.00

ALABAMA PROJECT UNIT COSTS

TO BE USED FOR PRELIMINARY COST ESTIMATES ONLY

CHART UPDATED JANUARY 2020 (MAJOR UPDATE 2007)

	GRADE AND DRAIN PER MILE COST X $1000								BASE AND PAVE PER MILE COST X $1000	
	2 LANE NEW CONSTRUCTION				4 LANE NEW CONSTRUCTION				2 LANE NEW CONSTRUCTION	4 LANE NEW CONSTRUCTION
ZONE	F	R	H	M	F	R	H	M		
I	803	1177	1648	2077	1420	2104	2923	3975	1507	2731
II	720	983	1385	1690	1186	1720	2555	3574	1352	2418
III	609	762	1177	1385	919	1420	2171	2939	1220	2130
IV	651	1011	1454		1169	1754	2321		1412	2551
V	540	845	1274		969	1536	2037		1232	2286
VI	443	720	1094		785	1319	1837		1077	1684

F - FLAT TERRAIN
R - ROLLING TERRAIN
H - HILLY TERRAIN
M - MOUNTAINOUS TERRAIN



ZONE MAP SHOWING SEPARATION OF BID PRICES

SIGNING

INTERCHANGE (URBAN INTERSTATE)	$60,000	EACH
INTERCHANGE (RURAL INTERSTATE)	$70,000	EACH
INTERSECTION (4 LANE X 4 LANE)	$40,000	EACH
INTERSECTION (4 LANE X 2 LANE)	$30,000	EACH
INTERSECTION (2 LANE X 2 LANE)	$20,000	EACH

TRAFFIC HANDLING

5 LANE (WIDEN TO ONE SIDE)	$30,000	MI
5 LANE (WIDEN SYMMETRICAL)	$60,000	MI
4 LANE (2 LANES EXISTING)	$12,500	MI
EXISTING INTERSECTION	$3,500	EACH
CROSSOVERS	$12,000	EACH
NEW LOCATION INTERSECTION	$2,500	EACH
ADVANCE WARNING SIGNS	$10,000	EACH

UTILITY COST*

2 LANE RURAL	$540,000	MILE
2 LANE URBAN	$1,700,000	MILE
4 LANE RURAL	$850,000	MILE
4 LANE URBAN	$3,125,000	MILE

RIGHT OF WAY COST**

2 LANE RURAL	$550,000	MILE
2 LANE URBAN	$1,500,000	MILE
4 LANE RURAL	$1,400,000	MILE
4 LANE URBAN	$2,900,000	MILE

* UTILITY COST ESTIMATES FROM UTILITY SECTION ** ROW COSTS ESTIMATES FROM THE ROW BUREAU IF TIME IS A FACTOR, JUST USE THE ABOVE DATA.

ADDITIONAL OVERHEAD (add to subtotal for total construction cost)
1.3% ENGINEERING CONTROLS
9.7% MOBILIZATION
15% E & I

PRELIMINARY ENGINEERING IS 15% OF TOTAL CONSTRUCTION COST
BREAKDOWN FOR P.E. 3% FOR CORRIDOR STUDY
5% FOR SURVEY
5% FOR GRADE AND DRAIN PLANS
2% FOR BASE AND PAVE PLANS
INDIRECT COST (NON-APD) 13.63%
INDIRECT COST (APD) 9.64%

URBAN SECTION

BASE & SURFACE (4" SURFACE)	$96	YD^2
GRADE AND DRAIN	$38	YD^2
CURB AND GUTTER	$15	L.F.
SIDEWALK	$35	YD^2
STORM DRAIN	$60	L.F.
INLETS	$3,750	EA
BASE (ONLY)	$15	YD^2
1" SURFACE (OVERLAY)	$15	YD^2
8" CONCRETE PAVEMENT	$50	YD^2
BORROW (IN-PLACE)	$20	YD^3
SIGNALIZED INTERSECTION	$150,000	EA
BARRIER RAIL	$175	LF
TEMPORARY BARRIER RAIL	$100	LF
RETAINING WALL	$80	FT^2

G&D 2' BACK OF CURB OR BACK EDGE OF SIDEWALK
B&P 1.5' BACK OF CURB

Factors	GD	BP
3-Lane**	1.2	1.4
5-Lane*	0.9	1.1
6-Lane*	1.3	1.5
7-Lane*	1.1	1.8
8-Lane*	1.6	1.9
2-Lane to 3-Lane**	0.85	0.75
2-Lane to 5-Lane**	1.1	1.3
2-Lane to 7-Lane**	1.4	1.7
16' Ramp**	0.85	0.75
Add 12' Lane**	0.85	0.75

*Apply to 4-Lane New Location Cost **Apply to 2-Lane New Location Cost

RAILROADS

SIGNALS	$200,000	EA
CROSSING SURFACE	$2,000	T.F.
RELOCATE TRACK	$300	T.F.
SWITCHES	$1,500	EA
R.R. BRIDGE OVER ROADWAY	$5,000	L.F.

BRIDGES

SMALL	$100	FT^2
RIVER	$150	FT^2
CULVERT	$1,000	YD^3 Concrete
REMOVE OLD BRIDGE	$75	FT^2
DETOUR (26' WIDE)	$50	FT^2
RIP RAP	$30	YD^2
WIDENING	$150	FT^2

SECONDARY ROADS

GRADE AND DRAIN	$195,000	MI
BASE AND PAVE	$110,000	MI
GRAVEL OVERLAY	$8	YD^2
BASE AND PAVE OFF SITE DETOUR:		
TRAVEL WAY	$25	YD^2
SHOULDERS	$15	YD^2
REMOVE PAVEMENT	$6	YD^2
REMOVE DETOUR	2 % G,D,B,&P COST	

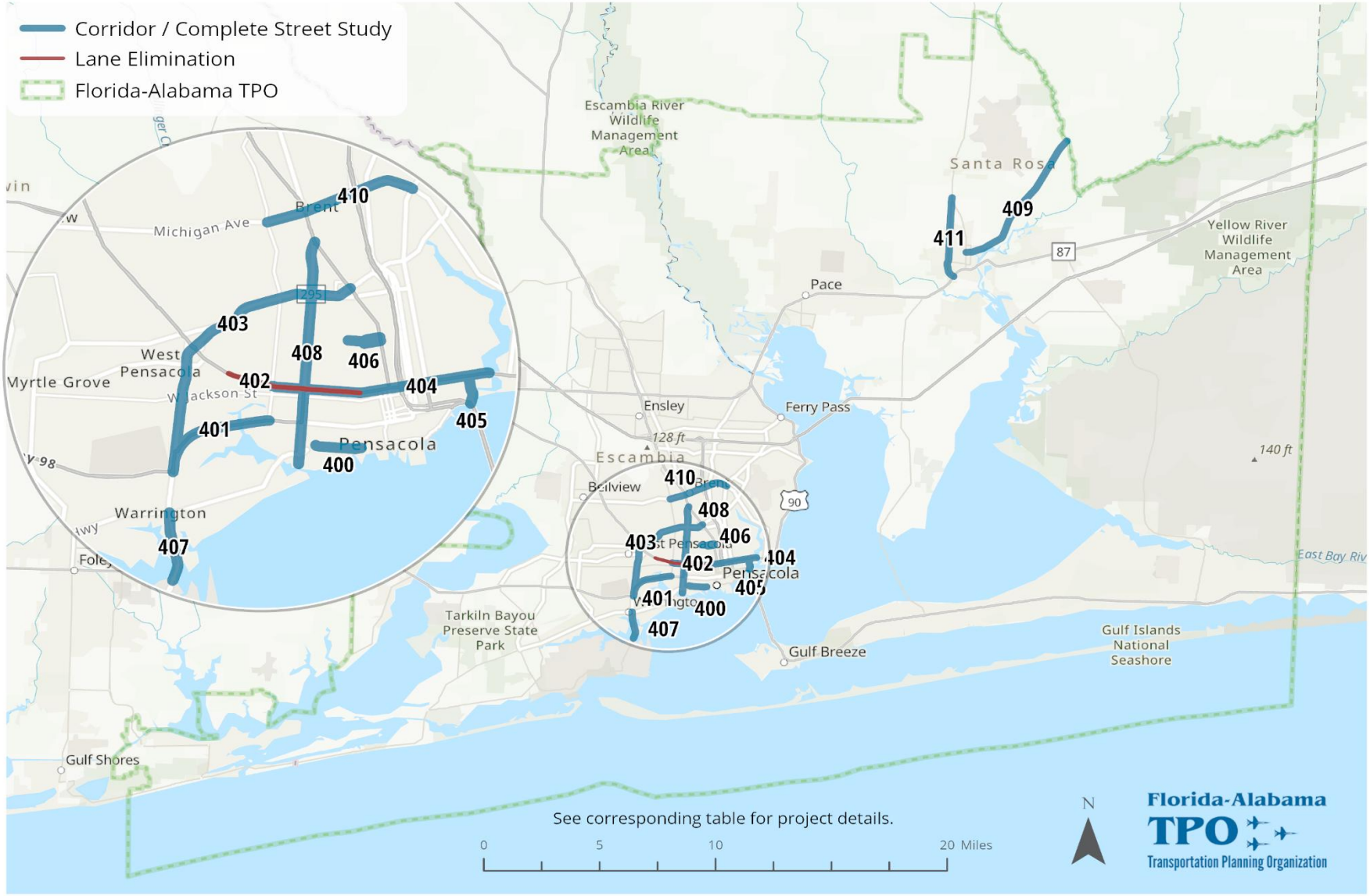
Alabama Department of Transportation Design Bureau Location Section

APPENDIX F – 2050 NEEDS PLAN MAP AND PROJECTS

Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
Capacity Projects



Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
Corridor Management Projects



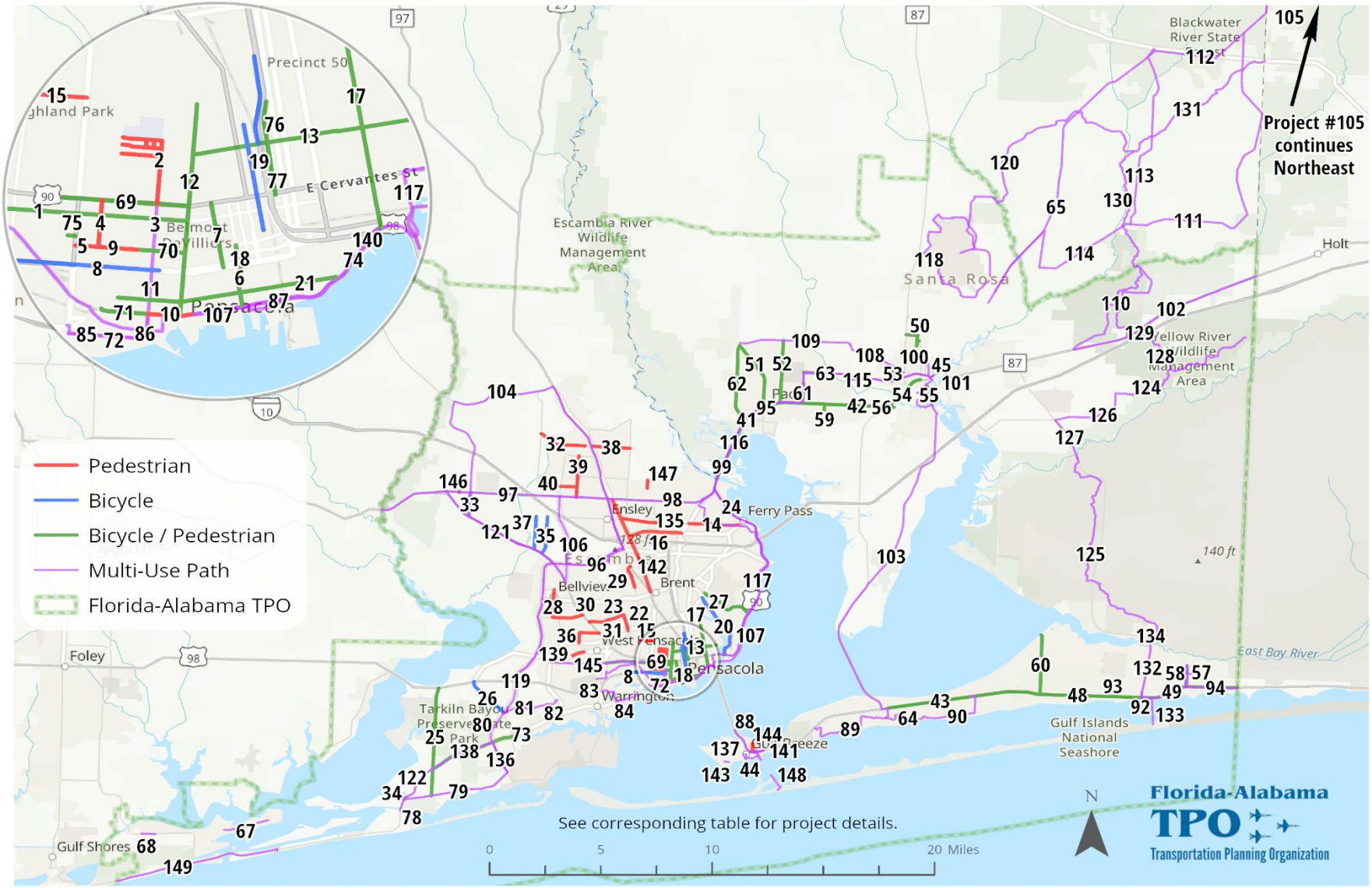
Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
Intersection Projects



Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
Public Transportation Projects



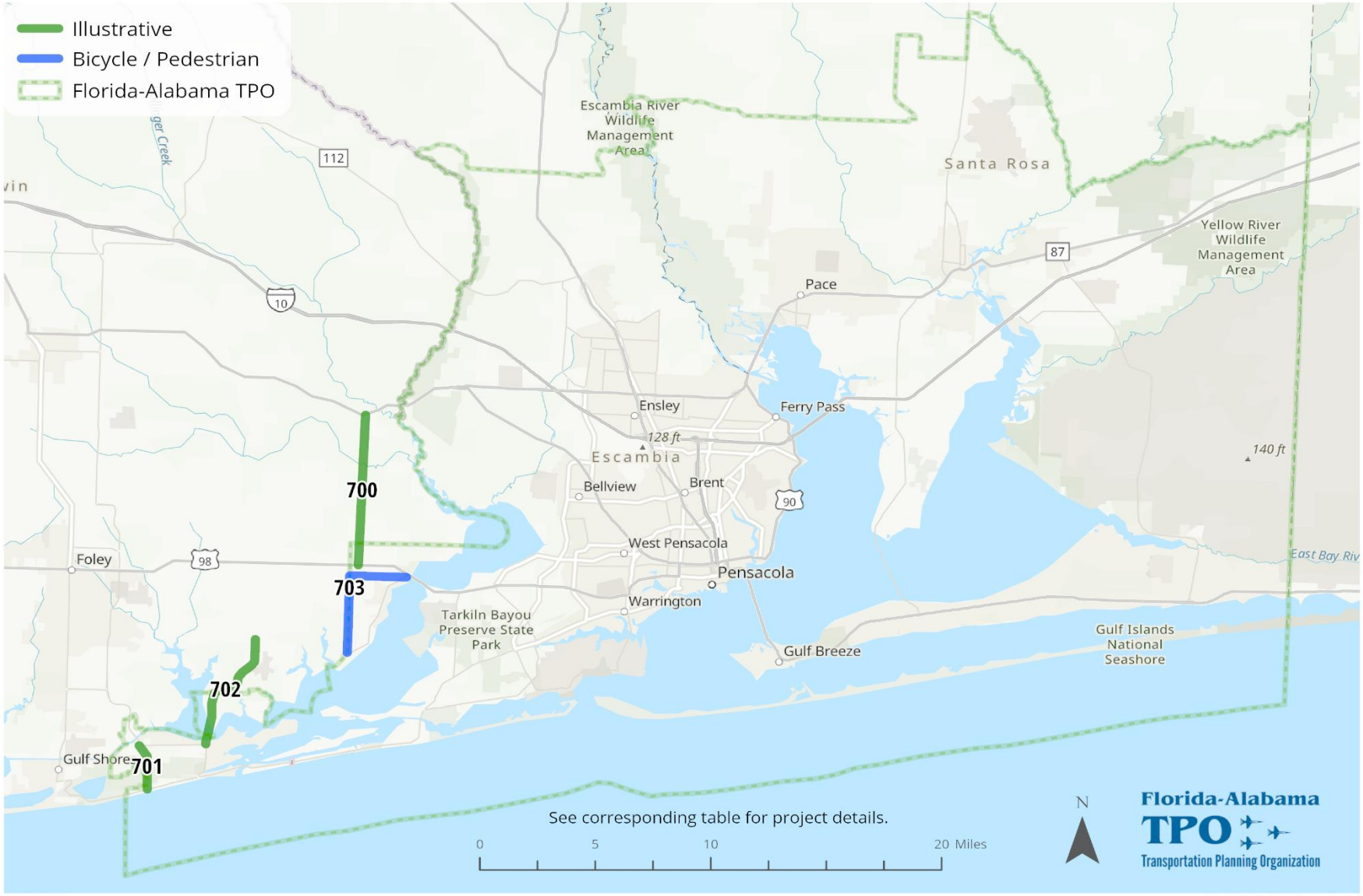
Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
Bicycle/Pedestrian/Trail Projects



Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
ECRC 7-Layer Cake (Technology) Projects



Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan
Illustrative Projects (Beyond 2050)



Capacity Projects 2050 Needs Plan							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
200	Capacity	US 90 - Provide 4 Lanes of Capacity	Browns Landing Rd	Florida / Alabama State Line	Baldwin	1.7	1
201	Capacity	US 98 (AL) - Provide 4 Lanes of Capacity	AL CR 91	Florida / Alabama State Line	Baldwin	3.1	2
203	Capacity	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity [2184291]	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	2	3
204	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] [2186055, 2185192]	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	1.8	4
205	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	US 29 (SR 95)	University Parkway	Escambia	3.3	5
206	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	University Parkway	SR 291 (Davis Highway)	Escambia	1.2	6
207	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	0.5	7
208	Capacity	SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	3.2	8
209	Capacity	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge - Provide 4 Lanes of Capacity and Bridge Replacement	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	0.6	9
210	Capacity	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [4210114, 4210115]	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	5.1	10
211	Capacity	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184933]	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Escambia	5.2	11
212	Capacity	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184932]	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	1.9	12
213	Capacity	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	2.9	13
214	Capacity	SR 727 (N. Fairfield Dr.) - Provide 4 Lanes of Capacity	SR 298 (Lillian Hwy)	US 98	Escambia	1.4	14
215	Capacity	US 29 Connector West Bypass [Segment 2] - Provide 4 Lanes of Capacity [4331132, 4331133]	US 29 (SR 95)	Muscogee Road	Escambia	4.2	15
216	Capacity	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity [4331132, 4331133]	Muscogee Road	I-10 New Interchange	Escambia	2.4	16
217	Capacity	US 90 (Mobile Hwy) - Provide 4 Lanes of Capacity [Beulah Master Plan]	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	2.4	17
218	Capacity	SR 296 (Saufley Field Rd) - Provide 4 Lanes of Capacity and access improvements to NAS Saufley Field	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	0.5	18
219	Capacity	CR 453 (North W. Street) - Provide 4 Lanes of Capacity	SR 295 (Fairfield Drive)	SR 750 (W. Airport Blvd)	Escambia	1.9	19
220	Capacity	US 98 (SR 30) [No local road name] - Widen to 6 Lanes and Access Improvements to NAS Corry Station at Navy Exchange Rd	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	2.5	20
221	Capacity	US 98 (SR 30) [No local road name] – Provide 6 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	1.5	21
222	Capacity	US 98 (SR 30) [No local road name] - Provide 4 Lanes of Capacity	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	1.9	22
223	Capacity	SR 295 (N. New Warrington Rd) – Provide 6 Lanes of Capacity	US 98	US 90 (Mobile Hwy)	Escambia	1.9	23
224	Capacity	SR 727 (S. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 98	SR 292 (Gulf Beach Hwy)	Escambia	1.6	24
225	Capacity	US 90 (Mobile Hwy) - Provide 6 Lanes of Capacity	SR 295 (New Warrington Rd)	SR 173	Escambia	4.4	25

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
226	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	0.4	26
227	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	3.3	27
228	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	3.3	28
229	Capacity	US 98 (SR 30) (Lillian Hwy) - Provide 4 Lanes of Capacity	Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	3.6	29
230	Capacity	SR 296 (Saufley Field Road) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	1.4	30
231	Capacity	SR 292A (Gulf Beach Highway) at SR 173 - Dedicated truck turn lane / signal for NAS	SR 292A (Gulf Beach Highway)	SR 173 (Blue Angel Parkway	Escambia	0.5	31
232	Capacity	Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	Weigh station US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	0.5	32
233	Capacity	Greenbrier Blvd Extension - Provide 2 Lanes of Capacity and Road Extension	Chemstrand Road	Campus Drive on University of West Florida (UWF)	Escambia	2.2	33
234	Capacity	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) [2204369]	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	0.5	34
235	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [4331132, 4331133]	Nine Mile Road	I-10 New Interchange	Escambia	1.9	35
236	Capacity	Well Line Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.9	36
237	Capacity	Kingsfield Road - New 2 Lane Facility	CR 97 W	CR 99 (Beulah Road)	Escambia	1.8	37
238	Capacity	Quintette Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.1	38
239	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [2186055, 2185192]	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	4.1	39
240	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	2.2	40
241	Capacity	Muscogee Road Reconstruction - Reconstruction (widening, shoulder improvements)	SR 99 (Beulah Road)	Nowak Road	Escambia	3.3	41
242	Capacity	US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity and Bridge Replacement (FL and AL)	East end of Lillian Bridge	West end of Lillian Bridge	Escam/Bald	1.2	42
243	Capacity	US 29 Connector East Bypass / CR 184 Quintette Rd - Provide 4 Lanes of Capacity and Bridge Replacement	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	ESC/SR	11.3	43
244	Capacity	CR 197A (Bell Lane) - Provide 4 Lanes of Capacity	CR 191B (Sterling Way)	US 90	Santa Rosa	2	44
245	Capacity	Pea Ridge Connector Phase 2 – Provide 4 Lanes of New Capacity	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	3.3	45
246	Capacity	CR 191B (Sterling Way) - Provide 4 Lanes of Capacity	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	1.5	46
247	Capacity	Watkins Street Extension - Improved/New 2 Lane Facility	US 90 (SR 10)	Sterling Way	Santa Rosa	3.1	47
248	Capacity	Navarre Bridge Realignment - Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	1.5	48
249	Capacity	E. Spencer Field Road - Provide 4 Lanes of Capacity	US 90	Hamilton Bridge Road	Santa Rosa	1.5	49
250	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 2) [2204365]	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	1.3	50
251	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 3) [2204366]	Simpson River Bridge	Third Avenue	Santa Rosa	2.2	51
252	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 4) [2204367]	Third Avenue	CR 197A Bell Lane	Santa Rosa	3.7	52

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
253	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 5) [2204368]	CR 197A Bell Lane	Glover Lane	Santa Rosa	3.2	53
254	Capacity	CR 197A (Woodbine Road) - Provide 4 Lanes of Capacity	US 90	Five Points Intersection	Santa Rosa	3.7	54
255	Capacity	Panhandle Trail Drive - Enhanced 2 Lane Facility	US 98	East River Drive	Santa Rosa	1.1	55
256	Capacity	CR 197 (Chumuckla Hwy) and Five Points Intersection - Provide 4 Lanes of Capacity [4219943]	US 90	Five Points Intersection	Santa Rosa	4	56
257	Capacity	CR 197 (Chumuckla Hwy) - Provide 4 Lanes of Capacity	Five Points Intersection	Smyer Drive	Santa Rosa	1	57
258	Capacity	SR 87 - Provide 4 Lanes of Capacity	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	22.2	58
259	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167488]	US 90	CR 191 (Munson Hwy)	Santa Rosa	3.3	59
260	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167489]	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	4.4	60
261	Capacity	US 90 - Provide 6 Lanes of Capacity [4409151]	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	1.3	61
262	Capacity	US 90 (Caroline Street) - Provide 4 Lanes of Capacity [4409152]	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	1.6	62
263	Capacity	US 90 - Provide 4 Lanes of Capacity [4409153]	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	3.1	63
264	Capacity	US 29 RR Crossing - Railroad Overpass	US 29	Muscogee Road	Escambia	0.2	64
265	Capacity	Frank Reeder Road / Devine Farm Road - 4-Lane Capacity	SR 99 (Beulah Road)	CR 97	Escambia	2.5	65
266	Capacity	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration [4531531, 4529311]	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	5	66
267	Capacity	Highway 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5	Escambia / Santa Rosa County Line	SR 87	Santa Rosa	16.4	67
268	Capacity	NAS Whiting Munson Highway Connector MIRR Project 5.6.7	E Gate Rd (CR 87A)	Munson Hwy (CR 191)	Santa Rosa	1.1	68
269	Capacity	Connecting the Collectors - Eglin AFB at Hurlburt Field	Navarre Community Access Road	Hurlburt Field	SR/Okal	5.1	69
270	Capacity	NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity MIRR Project	SR 87	Whiting Field Main Gate	Santa Rosa	1.1	70
271	Capacity	CR 184A (Berryhill Road) - Provide 4-Lane Capacity	Chumuckla Highway	SR 89 (Dogwood Drive)	Santa Rosa	7.9	71
272	Capacity	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd [4410563]	SR 10 (US 90A) West Nine Mile Road	CR 297A	Escambia	0.8	72
273	Capacity	SR 297 [Pine Forest Road] – Provide 4 Lanes of Capacity N. of I-10 [4410562]	Sharon Lane	SR 10 (US 90A) West Nine Mile Road	Escambia	0.96	73
274	Capacity	Navarre Community Access Road - Provide 2 Lanes of New Capacity [4517351, 4369021]	Edgewood Drive	Panhandle Trail / Fox Den Drive / Whispering Pines Rd	Santa Rosa	16.6	74
275	Capacity	CR 297A - 4 Lane Capacity to Correct Deficiency	East of Plymouth Ln	Devine Farm Rd	Escambia	1.7	75
276	Capacity	I-10 New Overpass, Frank Reeder Road to Devine Farm Road -New Overpass (no interstate access)	Frank Reeder Road	Devine Farm Road	Escambia	1	76
277	Capacity	E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park - Provide 4-Lane Capacity	N. Davis Highway	Ely Road at Ellison Industrial Park	Escambia	0.9	77

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
278	Capacity	CR 749 (Chemstrand Road) - Provide 4 Lanes of Capacity	Nine Mile Road	Ten Mile Road	Escambia	1.1	78
279	Capacity	Willard Norris Road - 4 Lane Capacity	SR 89	Pea Ridge Connector	Santa Rosa	3.6	79
280	Capacity	Beulah and Kingsfield Road Reconfiguration – Provide 4-Lane Capacity	I-10	Muscogee Road	Escambia	3.8	80
281	Capacity	I-10 (SR 8) - Provide 6 Lanes of Capacity [SIS project ID 3322] [4379051]	Alabama State Line	US 29 (SR 95)	Escambia	9.6	81
282	Capacity	I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [4130624]	SR 281 (Avalon Blvd)	Okaloosa County Line	Santa Rosa	21.0	82
283	Capacity	I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [4130626]	E of SR 281 (Avalon Blvd)	East of Blackwater River	Santa Rosa	6.3	83
284	Capacity	I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [4130627]	East of Blackwater River	East of SR 87	Santa Rosa	3.8	84
285	Capacity	I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] [4130628]	East of SR 87	Miller Bluff Road	Santa Rosa	5.3	85
286	Capacity	I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] [4130629]	Miller Bluff Road	Okaloosa County Line	Santa Rosa	5.5	86
287	Capacity	US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] [2204268]	East of Pensacola Bay Bridge	East of Bayshore Road	Santa Rosa	4.0	87
288	Capacity	US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) [2204263]	Portside Drive	Bergren Road	Santa Rosa	5.5	88
289	Capacity	US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) [2204264]	Bergren Road	Ramble Bay Lane	Santa Rosa	4.3	89
290	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) [2204266]	Ramble Bay Lane	Ortega Street	Santa Rosa	2.7	90
291	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) [2204265]	Ortega Street	Okaloosa County Line	Santa Rosa	3.5	91
292	Capacity	SR 173 [S. Blue Angel Parkway] - Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate. (MIRR: 5.5.5) [SIS] [MAF]	SR 292 (Gulf Beach Highway) / Sorrento Road	West Gate Entrance	Escambia	1.7	92
293	Capacity	SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] [4210121]	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia	3.7	93
294	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] [4210123]	US 98	SR 297 (Pine Forest Road)	Escambia	4.4	94
295	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210124]	US 98	Kennedy Drive	Escambia	2.3	95
296	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210125]	Kennedy Drive	CR 296 Saufley Field Drive	Escambia	2.0	96
297	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210126]	CR 296 Saufley Field Drive	SR 10 (US 90)	Escambia	2.1	97
298	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210127]	SR 10 (US 90)	SR 297 (Pine Forest Road)	Escambia	0.7	98
299	Capacity	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] [4410562]	Pine Forest Drive	Sharon Lane	Escambia	0.7	99
300	Capacity	SR 87 SIS Incorporation (MIRR 5.6.8) [Future SIS]	Langley St	US 90	Santa Rosa	6.0	100

Capacity Projects 2050 Needs Plan							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length** (mile)	count
301	Capacity	SR 750 [Airport Boulevard] Bridge over Railroad [SIS]	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia	0.1	101
302	Capacity	US 29 (SR 95) - Provide 6 Lanes Capacity to State Line [SIS Unfunded Need 2635]	Nine 1/2 Mile Road	State Line	Escambia	35.0	102
303	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [Beulah Master Plan]	US 90 (Mobile Highway)	US 90A (Nine Mile Road)	Escambia	1.1	103
304	Capacity	Wilde Lake Blvd [Beulah Master Plan]	N Eight Mile Creek Rd	US 297 (Pine Forest Rd)	Escambia	0.5	104
305	Capacity	Klondike Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.6	105
306	Capacity	Eight Mile Creek Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.8	106
307	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100076955, 100076978, 100076979, 100076980]	Beaver Creek Lane	Foley Beach Express	Baldwin	0.8	107
308	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100078233, 100040566, 100040567, 100040568]	AL SR 59	Beaver Creek Lane	Baldwin	2.5	108

Corridor Management Projects 2050 Needs Plan							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
400	Corridor Management	W. Main Street Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way [4409041]	Barrancas Avenue	S. Clubbs Street	Escambia	0.8	1
401	Corridor Management	US 98 (SR 30) [W. Navy Blvd] Provide Complete Street Redesign [2186302]	SR 295 (N. Navy Blvd)	Bayou Chico Bridge	Escambia	1.4	2
402	Corridor Management	US 90 (W. Cervantes St) Provide Lane Elimination on US 90	Dominques St	A Street	Escambia	2.3	3
403	Corridor Management	SR 295 (W. Fairfield Dr.) Corridor Management	US 98 (SR 30)	US 29 (N. Palafox St)	Escambia	5.2	4
404	Corridor Management	US 90 (W. Cervantes St, and E. Cervantes St) RAISE Grant Cervantes Street from "W" Street to Bayou Texar Bridge [4553521]	W St.	Bayou Texar Bridge (Dr. Philip A. Payne Bridge)	Escambia	3.7	5
405	Corridor Management	17th Avenue Corridor Management	US 98 / SR 196 (Bayfront Parkway)	US 90 / SR 10A (E. Cervantes)	Escambia	0.5	6
406	Corridor Management	W. Jordan Street Corridor Management / Two-Way Restoration	N. E Street	US 29 (N. Palafox St)	Escambia	0.9	7
407	Corridor Management	SR 295 (Navy Boulevard) Corridor Management Plan Implementation (Plan funded in FY24 and currently underway for south segment)	SR 292 (Gulf Beach Hwy)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	1.2	8
408	Corridor Management	SR 292 (Pace Boulevard) Corridor Management	South of W. McLeod Street	US 29	Escambia	4	9
409	Corridor Management	CR 191 (Munson Highway) Corridor Management with Multi-modal improvements Requested by NAS Whiting Field	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	7	10
410	Corridor Management	SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) Corridor Management	North W Street	SR 289 (Ninth Avenue)	Escambia	2.6	11
411	Corridor Management	SR 89 (Dogwood Drive) Corridor Management	US 90 (Caroline Street)	SR 87 (Stewart Street)	Santa Rosa	3.8	12

Intersection Projects 2050 Needs Plan							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length**	count
800	Intersection	Provide Major Intersection Reconstruction at Foley Beach Expressway and Canal Road (AL) [AL 100076955]	Foley Beach Express at Canal Road		Baldwin	0.5	1
801	Intersection	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin [2186202]	SR 289 (Ninth Avenue) / Langley / Tippen		Escambia	1	2
802	Intersection	Provide Intersection Improvement on US 98 at Navy Boulevard	US 98 at SR 295 (Navy Blvd)		Escambia	1	3
803	Intersection	Provide Major Intersection Reconstruction as Roundabout on Via de Luna Drive on Pensacola Beach	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach Access Road	Escambia	0.5	4
804	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Edgewood Drive		Santa Rosa	0.5	5
805	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Andorra Street		Santa Rosa	0.5	6
806	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road [4331131]	Alabama State Line	East of EB Weigh Station	Escambia	3	7
807	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road [4379052]	East of EB Weigh Station	East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Escambia	3	8
808	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road [SIS project 3574] [4379053]	E of SR 10 (US 90A) Nine Mile Road	W of SR 95 (US 29) (includes interchange)	Escambia	3	9
809	Intersection	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp [4379054, 4545071]	I-10 at SR 297 (Pine Forest Road		Escambia	1	10
810	Intersection	Provide Interchange Reconstruction Phase II [2224761]	I-10 at US 29 (SR 95)		Escambia	5.6	11
811	Intersection	Provide New Interchange on I-10 at Ninth Avenue	I-10 @ SR 289 (Ninth Avenue)		Escambia	0.5	12
812	Intersection	Provide Interchange Reconstruction [2204268]	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass		Santa Rosa	0.5	13
813	Intersection	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A [4553191]	CR 95A		Escambia	5	14
814	Intersection	Reimagine Jackson - Intersection Projects Mini Roundabouts	Multiple Intersections N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Escambia	0.5	15
815	Intersection	Reimagine Jackson - Intersection Realignment / Improvement	New Warrington Rd		Escambia	0.5	16
816	Intersection	Reimagine Jackson - Intersection Project at Pace Blvd	SR 292 Pace Blvd		Escambia	0.5	17

Public Transportation Projects 2050 Needs Plan							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
900	Public Transportation	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa / Okaloosa	171.3	1
901	Public Transportation	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	116	2
902	Public Transportation	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	108.9	3
903	Public Transportation	Amtrak Passenger Rail Service (Regional)	Mobile	Pensacola	Regional	241.9	4
904	Public Transportation	New ECAT Transfer Facility	US 29 at Clarinda Lane		Escambia	1	5
905	Public Transportation	Renovate Rosa Parks Transit Center	Fairfield Dr.		Escambia	1	6
906	Public Transportation	Express Bus - Navy Federal	Multiple	Nine Mile Road	Escambia	17.1	7
907	Public Transportation	Express Bus - Milton	Multiple	Milton	Escambia / Santa Rosa	36	8
908	Public Transportation	Express Bus - Santa Rosa Tiger Point Community Center	Pensacola	Tiger Point Community Center	Escambia / Santa Rosa	27.5	9

Bicycle / Pedestrian / Trail Projects							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
1	Bike / Ped / Trail	Reimagine Jackson Street Continuous Sidewalks	New Warrington Rd (SR 295)	A Street	Escambia	3	1
2	Bike / Ped / Trail	W. Lee St, N. G St, N. F St - West Moreno Sidewalks	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	1.7	2
3	Bike / Ped / Trail	North E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	West Cervantes	Garden St	Escambia	0.6	3
4	Bike / Ped / Trail	North L Street (W Cervantes to Gregory / Legion Field) - Connectivity from W Cervantes to Legion Field Park via L St.	West Cervantes	Gregory Street / Legion Field Park	Escambia	0.4	4
5	Bike / Ped / Trail	W Gregory St - Connectivity to Global Learning via Gregory St	L St	Pace Blvd	Escambia	0.2	5
6	Bike / Ped / Trail	N. Spring St Improvements	Gregory St	Main St (South Segment)	Escambia	0.6	6
7	Bike / Ped / Trail	N. Reus St Improvements	Cervantes St	Garden St	Escambia	0.6	7
8	Bike / Ped / Trail	W Navy Blvd Bicycle Lanes	Bayou Chico Bridge	SR 292 / Barrancas Ave	Escambia	1.7	8
9	Bike / Ped / Trail	Gregory St - Connectivity to Legion Field Park via Gregory St [4499171]	L St	G St	Escambia	0.3	9
10	Bike / Ped / Trail	W. Main St - Connectivity to North "E" St via Main St	E St	Clubbs St	Escambia	0.4	10
11	Bike / Ped / Trail	South E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Garden St	Main Street	Escambia	0.4	11
12	Bike / Ped / Trail	A St - Roadway Rebalance Restriping, Crosswalk / Intersection, Neighborhood Greenway	Maxwell St	Main St	Escambia	1.9	12
13	Bike / Ped / Trail	Blount St Roadway Rebalance, Striping	20th Ave	A St	Escambia	2.1	13
14	Bike / Ped / Trail	Johnson Ave Sidewalks	Davis Hwy	Olive Rd	Escambia	2.3	14
15	Bike / Ped / Trail	Jordan Street Sidewalks	Pace Blvd	W St	Escambia	0.5	15
16	Bike / Ped / Trail	Olive Road West Sidewalks	RR	Existing Sidewalks	Escambia	2	16
17	Bike / Ped / Trail	14th Avenue - Roadway Rebalance/Sharrows	Hayne, Cervantes	Bayfront, Cervantes, Gregory	Escambia	2	17
18	Bike / Ped / Trail	Spring St Rebalance	Gregory St	Main St	Escambia	0.6	18
19	Bike / Ped / Trail	Hayne, Guillemard - Protected Bike Lanes	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	1.8	19
20	Bike / Ped / Trail	Bayou Blvd Protected Bike Lanes	12th Ave	Scenic Hwy	Escambia	3.4	20
21	Bike / Ped / Trail	Government St Roadway Rebalance	Barrancas St	9th Ave	Escambia	1.8	21
22	Bike / Ped / Trail	Hollywood Ave Sidewalks	Fairfield Dr	Massachusetts Ave	Escambia	0.8	22
23	Bike / Ped / Trail	Massachusetts Sidewalks	Mobile Hwy	Hollywood Ave	Escambia	1.6	23
24	Bike / Ped / Trail	Scenic Highway Multi-Use Trail	Baywoods Dr	N Davis Hwy	Escambia	4.1	24
25	Bike / Ped / Trail	Bauer Road Sidewalks and Bike Lanes	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	5.2	25
26	Bike / Ped / Trail	Dog Track Road Bicycle Lanes	Blue Angel Pkwy	US 98/SR 30	Escambia	2.1	26
27	Bike / Ped / Trail	Summit Boulevard –	12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail	Escambia	2.4	27

Bicycle / Pedestrian / Trail Projects							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
		Road Diet/Rebalance					
28	Bike / Ped / Trail	Muldoon Road Sidewalks	Cerny Rd	Bellview Ave	Escambia	1.3	28
29	Bike / Ped / Trail	W Street Sidewalks	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	1.1	29
30	Bike / Ped / Trail	Cerny Road Sidewalks	Muldoon Rd	Mobile Hwy	Escambia	1.4	30
31	Bike / Ped / Trail	Tonawanda Dr Sidewalks	Mobile Hwy	61st Ave	Escambia	0.8	31
32	Bike / Ped / Trail	Kingsfield Road Sidewalks	297A	Tate Road 61	Escambia	2.1	32
33	Bike / Ped / Trail	Beulah Road Bicycle Lanes	Mobile Highway	9 Mile Road	Escambia	1.2	33
34	Bike / Ped / Trail	Sorrento Road Shoulders/Bicycle Lanes	Innerarity Point Rd	Segura Dr	Escambia	0.1	34
35	Bike / Ped / Trail	8 Mile Creek Rd Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.8	35
36	Bike / Ped / Trail	61st Avenue Sidewalks	Tonawanda Dr	Fairfield Dr	Escambia	0.5	36
37	Bike / Ped / Trail	Klondike Road Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.6	37
38	Bike / Ped / Trail	E. Kingsfield Rd Sidewalks	95A	Chemstrand Rd	Escambia	1.7	38
39	Bike / Ped / Trail	Stefani Road Sidewalks	Nine Mile Rd	W Roberts Rd	Escambia	2.0	39
40	Bike / Ped / Trail	Nine and 1/2 Mile Rd - Sidewalks	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	0.7	40
41	Bike / Ped / Trail	US 90 Shared Use Path	Escambia County Line	Bell Lane	Santa Rosa	7.2	41
42	Bike / Ped / Trail	US 90 Shared Use Path	Bell Ln	Glover Ln	Santa Rosa	3.2	42
43	Bike / Ped / Trail	US 98 Shared Use Path	Portside Dr	Bergren Rd	Santa Rosa	5.5	43
44	Bike / Ped / Trail	Soundview Trail Walking Path	Shoreline Drive / US 98	Bob Sikes Bridge / Gulf Islands National Seashore	Santa Rosa	1.1	44
45	Bike / Ped / Trail	Munson Hwy, Broad, Willing Pine - Milton Multimodal Connector	Milton	Bagdad Mill Site Park and Village	Santa Rosa	1.6	45
48	Bike / Ped / Trail	US 98 Shared Use Path	Bergren Rd	Ramble Way	Santa Rosa	4.3	46
49	Bike / Ped / Trail	US 98 Shared Use Path	Ramble Way	Okaloosa County Line	Santa Rosa	6.1	47
50	Bike / Ped / Trail	Byrom. King, Rosasco St - King Middle School Connection	multiple	Multiple	Santa Rosa	1.1	48
51	Bike / Ped / Trail	Chumuckla Highway Shared Use Path	US 90	Five Points	Santa Rosa	3.4	49
52	Bike / Ped / Trail	W Spencer Field Rd Shared Use Path	Berryhill Rd	US 90	Santa Rosa	3.1	50
53	Bike / Ped / Trail	Glover Lane Sidewalks	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	0.5	51
54	Bike / Ped / Trail	US 90 Shared Use Path	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	1.3	52
55	Bike / Ped / Trail	Henry Street Sidewalks	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	1.1	53
56	Bike / Ped / Trail	Old Bagdad Hwy - Parkmore Plaza Sidewalks	Avalon Blvd	County Optimist Park	Santa Rosa	0.9	54
57	Bike / Ped / Trail	Panhandle Trail - Shoreline Park South Nature Trail Shared Use Path	multiple	Multiple	Santa Rosa	1.3	55

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
58	Bike / Ped / Trail	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	1.1	56
59	Bike / Ped / Trail	Pace Lane - Skipper to US 90 Sidewalks	Skipper Lane	US 90	Santa Rosa	0.3	57
60	Bike / Ped / Trail	Edgewood Drive S hared Use Path	US 98	East Bay Blvd	Santa Rosa	2.9	58
61	Bike / Ped / Trail	East Spencer Field Rd Shared Use Path	Norris Rd	US 90	Santa Rosa	0.9	59
62	Bike / Ped / Trail	Woodbine Rd Shared Use Path	US 90	Five Points	Santa Rosa	3.7	60
63	Bike / Ped / Trail	Hamilton Bridge Road Shared Use Path	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	1.1	61
64	Bike / Ped / Trail	Godwin Trail Connector Shared Use Path	Soundside Dr	Madura Rd	Santa Rosa	0.2	62
65	Bike / Ped / Trail	Munson Highway Shared Use Path	East Gate Road	SR 4	Santa Rosa	15.0	63
67	Bike / Ped / Trail	Canal Road Shared Use Path	Wilson Boulevard	Bay La Launch Avenue	Baldwin	2.1	64
68	Bike / Ped / Trail	AL SR 180 (Canal Road) Shared Use Path	Wharf Parkway East	Spinnaker Way	Baldwin	0.6	65
69	Bike / Ped / Trail	W. Cervantes Corridor Improvement: Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	A St	Q Street	Escambia	1.1	66
70	Bike / Ped / Trail	W. Gregory Street Shared Use Path	A Street	L Street	Escambia	0.7	67
71	Bike / Ped / Trail	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP] [4409041]	Barrancas Ave	Clubbs St	Escambia	0.8	68
72	Bike / Ped / Trail	W. Main St - Downtown Pensacola Waterfront Connector Trail Phase 2 (Connects with Phase 1 FPID 4534762)	South Pace Blvd	Tarragona Street	Escambia	2.2	69
73	Bike / Ped / Trail	SR 292 (Sorrento Road) Shared Use Path	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	70
74	Bike / Ped / Trail	SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] [4534761]	S. Alcaniz Street	N. 14th Avenue	Escambia	1.0	71
75	Bike / Ped / Trail	Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP] [4499171]	Multiple	Multiple	Escambia	0.9	72
76	Bike / Ped / Trail	N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] [4517241]	E. Blount Street	E. Jordan Street	Escambia	0.5	73
77	Bike / Ped / Trail	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] [4517242]	E. Cervantes Street	E. Blount Street	Escambia	0.5	74
78	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 1 Perdido Key Drive	River Road	Gulf Beach Hwy	Escambia	0.6	75
79	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 2 Gulf Beach Highway	Perdido Key Drive	Blue Angel Pkwy	Escambia	4.9	76
80	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 3 Blue Angel Parkway	Gulf Beach Hwy	Dog Track Rd	Escambia	3.2	77

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
81	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 4 Off Road	Dog Track Rd	Jones Swamp	Escambia	1.7	78
82	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 5 Jones Swamp	Previous Segment	Fairfield Dr	Escambia	1.3	79
83	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 6 Old Corry Field Rd / Lexington Terrace	Jones Swamp	Moreno Ct	Escambia	0.9	80
84	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 7 Kincaid St / Barrancas Ave	Moreno Ct	Weis Ln	Escambia	1.5	81
85	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 8 Barrancas Ave / Main St	Pace Blvd	I St	Escambia	1.5	82
86	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 9 Main St	I St	A St	Escambia	0.7	83
87	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 10 A St / Govt St / Alcaniz St	Main St	Bayfront Pkwy	Escambia	1.1	84
88	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy [4554132]	Bridge	Gulf Islands National Seashore	Santa Rosa	1.9	85
89	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 2 Multiple Roads	Gulf Breeze Pkwy	Godwin Trail Connector	Santa Rosa	4.4	86
90	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 3 Multiple Roads	Godwin Trail Connector	E Bay Blvd	Santa Rosa	5.6	87
92	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 6 US 98 Navarre Parkway	Highway 87	Navarre Beach Causeway	Santa Rosa	0.4	88
93	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 5 SR 87	Montalban St	Navarre Pkwy	Santa Rosa	0.3	89
94	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 7 US 98 Navarre Parkway	Navarre Beach Causeway	Santa Rosa County Line	Santa Rosa	3.9	90
95	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (North) (SUNTrail)	Escambia / Santa Rosa County Line	Milton	Santa Rosa	14.1	91
96	Bike / Ped / Trail	Escambia Bike Trail Corridor (South) [not SUNTrail]	US 98 / SR 173 Blue Angel Parkway	US 90	Escambia	13.6	92
97	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 1 Cantonment to Bellview Recreational	Escambia County Line	US 29 Pensacola Blvd	Escambia	10.4	93
98	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 2 Escambia Bike Trail	US 29 Pensacola Blvd	Scenic Hwy	Escambia	5.1	94
99	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 1 Milton to Pensacola Scenic Bluffs	Scenic Hwy	Blackwater Heritage State Trail	Santa Rosa	13.4	95
100	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 2 Milton to Long Leaf Trail	Blackwater Heritage State Trail	Old River Rd	Santa Rosa	0.6	96
101	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 3 Milton to Long Leaf Trail	Lundy Ln	Old Spanish Trl	Santa Rosa	0.1	97
102	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 4 US 90	9433 US Highway 90	County Line	Santa Rosa	9.1	98
103	Bike / Ped / Trail	Garcon Trail to Bagdad Corridor (SUNTrail)	Blackwater Heritage Trail	Great NW Coastal Trail	Santa Rosa	20.1	99

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
104	Bike / Ped / Trail	Cantonment to Bellview Loop (North)	US 90	US 90	Escambia	16.9	100
105	Bike / Ped / Trail	Blackwater River State Forest Trail (SUNTrail)	Munson Highway	Munson Highway	Santa Rosa	14.1	101
106	Bike / Ped / Trail	Cantonment to Bellview Loop (South)	US 90	US 90	Escambia	9.9	102
107	Bike / Ped / Trail	Bluffline	Langley Avenue (Scenic Heights)	Jackson Lakes (West Pensacola)	Escambia	19.1	103
108	Bike / Ped / Trail	Berryhill Road Shared-Use Path	Anderson Lane	Dogwood Drive (SR 89)	Santa Rosa	2.9	104
109	Bike / Ped / Trail	Berryhill Road (CR 184A) Shared-Use Path	Anderson Lane	Chumuckla Highway	Santa Rosa	5.1	105
110	Bike / Ped / Trail	Milton to Longleaf Corridor	US 90	US 90	Santa Rosa	12.2	106
111	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 4 Hurricane Lake Road	Hurricane Lake Road	Indian Ford Road	Santa Rosa	15.2	107
112	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 3 Dirt Road to SR 4	SR 4	Okaloosa County Line	Santa Rosa	6.7	108
113	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 2 Dirt Road to SR 4	Dirt Road	SR 4	Santa Rosa	10.6	109
114	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 1 Heritage Trail to Dirt Road	Heritage Trail	Dirt Road	Santa Rosa	8.7	110
115	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Blackwater Heritage Trail	US 90 (Caroline St)	Santa Rosa	7.1	111
116	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	US 90 (Caroline St)	Davis Hwy / Scenic Hwy	Santa Rosa	6.5	112
117	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Davis Hwy / Scenic Hwy	Pensacola Bay Bridge	Escambia	11.3	113
118	Bike / Ped / Trail	Whiting Field to Blackwater State Forest Trail Corridor	Milford Rd	SR 87A (E Gate Rd)	Santa Rosa	13.2	114
119	Bike / Ped / Trail	Escambia Bike Trail Corridor	US 90 (W Nine Mile Rd)	SR 297 (Dog Track Rd)	Escambia	14.4	115
120	Bike / Ped / Trail	Blackwater State Forest Connector Trail Corridor	Red Rock Rd / FNST Corridor	SR 87A (Langley St)	Santa Rosa	15.0	116
121	Bike / Ped / Trail	Cantonment to Bellview Recreational Corridor	US 90 (9 Mile Rd)	SR 173 (N Blue Angel Parkway)	Escambia	6.1	117
122	Bike / Ped / Trail	Escambia County SW Greenway Corridor	SR 297	SR 173 (S Blue Angel Pkwy)	Escambia	5.1	118
124	Bike / Ped / Trail	FNST Corridor - Yellow River Ravines	Garner Landing Rd	Santa Gertrudas Dr	Santa Rosa	7.9	119
125	Bike / Ped / Trail	FNST Corridor - Eglin West	Yellow River Boat Launch	Nelda Rd	Santa Rosa	13.4	120
126	Bike / Ped / Trail	FNST Corridor - Yellow River	Santa Gertrudas Dr	SR 87	Santa Rosa	4.3	121
127	Bike / Ped / Trail	FNST Corridor - SR 87	SR 184	Yellow River Boat Launch	Santa Rosa	2.2	122
128	Bike / Ped / Trail	FNST Corridor - Blackwater River Side Trail	Miller Bluff Rd	Florida National Scenic Trail	Santa Rosa	2.8	123
129	Bike / Ped / Trail	FNST Corridor - Miller Bluff Rd	Goodrange Dr	Dirt Trail	Santa Rosa	0.3	124
130	Bike / Ped / Trail	FNST Corridor - Juniper Creek Trail	Red Rock Rd	Deaton Bridge Rd	Santa Rosa	7.7	125
131	Bike / Ped / Trail	FNST Corridor	County Line Rd / SR 4 / County Line	Red Rock Rd	Santa Rosa	8.4	126

Bicycle / Pedestrian / Trail Projects							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
132	Bike / Ped / Trail	FNST Corridor - SR 87	River Rd	Navarre Beach Causeway	Santa Rosa	3.4	127
133	Bike / Ped / Trail	FNST Corridor - Navarre Causeway	US 98	Navarre Beach Boat Ramp Circle	Santa Rosa	1.3	128
134	Bike / Ped / Trail	FNST Corridor - River Rd	Nelda Rd	SR 87	Santa Rosa	0.4	129
135	Bike / Ped / Trail	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] [4466631]	West of Chemstrand Road	Cody Lane / Johnson Avenue	Escambia	1.7	130
136	Bike / Ped / Trail	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] [4536051]	CR 292A Gulf Beach Hwy	SR 292 Sorrento Road	Escambia	1.6	131
137	Bike / Ped / Trail	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 [4515721]	McClure Dr	Commercial District and East Side of the City	Santa Rosa	0.1	132
138	Bike / Ped / Trail	SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway) (MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] [4508142]	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	133
139	Bike / Ped / Trail	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] [4552511]	North 65th Ave	North 57th Ave	Escambia	0.5	134
140	Bike / Ped / Trail	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] [4534761]	Tarragona St	14th Avenue	Escambia	1.2	135
141	Bike / Ped / Trail	Soundview SUNTrail [FY-AL TPO FY26-30 TIP] [4554131, 4554132]	Shoreline Drive / US 98	Bob Sikes Bridge	Santa Rosa	2.3	136
142	Bike / Ped / Trail	N. Palafox Complete Streets Sidewalks [4554131, 4554132]	US 29 Pensacola Blvd	Nine Mile Road	Escambia	4.8	137
143	Bike / Ped / Trail	Williamsburg Multi-Use Trail	Multiple	Multiple	Santa Rosa	0.2	138
144	Bike / Ped / Trail	McClure and Andrew Jackson Sidewalk	multiple	Multiple	Santa Rosa	0.6	139
145	Bike / Ped / Trail	Reimagine Jackson - 12 ft Shared Use Path	Fairfield Dr (SR 727)	T Street	Escambia	4.2	140
146	Bike / Ped / Trail	Nine Mile Rd Pedestrian Overpass	Rebel Rd	Beulah Middle School	Escambia	0.1	141
147	Bike / Ped / Trail	Guidy Lane Sidewalk	Greenbrier Blvd	Candlestick Dr	Escambia	0.4	142
148	Bike / Ped / Trail	Pensacola Beach Shared Use Path	Toll Booth	Ft. Pickens Rd	Escambia	1.0	143
149	Bike / Ped / Trail	AL SR 182 Shared Use Path	TPO Boundary	AL/FL State Line	Baldwin	7.4	144
150	Bike / Ped / Trail	AL SR 182 (Perdido Beach Blvd) Pedestrian and Bicycle Safety Upgrades [FY-AL TPO FY26-30 TIP] [100079735]	Orange Beach City Limits	MP 13.75	Baldwin	3.9	145
151	Bike / Ped / Trail	E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] [4552411]	N. Hayne St	N. 12th Ave	Escambia	0.6	146

Seven-Layer Cake Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
600	ECRC 7-Layer Cake	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1 [4515241]	Multiple	Multiple	Escambia	0.4	1
601	ECRC 7-Layer Cake	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [4125452]	Multiple	Multiple	Escambia	0.4	2
602	ECRC 7-Layer Cake	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [4515241]	Multiple	Multiple	Escambia	0.4	3
603	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-1, Rank 29	US 90 (W Cervantes St)	US 29 (SR 95)	Escambia	2.6	4
604	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-2, Rank 49	US 98 (SR 30)	SR 295 (W Fairfield Dr)	Escambia	2.2	5
605	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-3, Rank 195	SR 295 (E Fairfield Dr)	US 90 (9 Mile Rd)	Escambia	6.1	6
606	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-4, Rank 186	US 29 (SR 95) N Palafox	N 12th Ave	Escambia	2.7	7
607	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73	Diamond Diary Rd	Garden St	Escambia	6.7	8
608	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-6, Rank 55	Millview Rd	Fairview Dr	Escambia	3.3	9
609	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	Hyde Park Rd	Massachusetts Ave	Escambia	8.3	10
610	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-8, Rank 150	US 29 (SR 95)	US 29 (SR 95)	Escambia	10.5	11
611	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32	Hwy 297A	Chemstrand Rd	Escambia	4.4	12
612	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-10, Rank 54	SR 727	CR 453 (W St)	Escambia	4.0	13
613	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-11, Rank 34	SR 292	US 98 (SR 30)	Escambia	3.3	14
614	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88	Dog Track Rd (CR 297)	Lemhurst Rd	Escambia	5.8	15
615	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84	Bayfront Pkwy	Fairfield Dr	Escambia	3.1	16
616	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236	US 90 / SR 10A / Mobile	Escambia Santa Rosa County Line	Escambia	13.8	17
617	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-15, Rank 269	N W St	N 12th Ave / Tippin Ave	Escambia	3.7	18
618	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-16, Rank 225	N End Bayou Grande	48080016 NB On	Escambia	5.2	19
619	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-17, Rank 2	US 90 (SR 10A)	W Fairfield Dr	Escambia	1.7	20
620	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-18, Rank 33	SR 173	Marlane Dr	Escambia	1.5	21
621	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-19, Rank 46	US 90	US 29 (SR 95)	Escambia	3.1	22
622	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-20, Rank 221	SR 297 (Pine Forest Rd)	US 29 (SR 95/ N Palafox St)	Escambia	3.0	23

Seven-Layer Cake Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
623	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-21, Rank 41	Klondike Rd	Pensacola Fairgrounds	Escambia	2.6	24
624	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-22, Rank 45	E Wright St	E Fairfield Dr	Escambia	2.3	25
625	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-23, Rank 175	SR 291 (N Davis Hwy)	US 90A (SR 10 E Nine Mile Rd)	Escambia	1.5	26
626	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-24, Rank 37	E Blount St	SR 196 (E Main St)	Escambia	1.4	27
627	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-25, Rank 170	Lillian Hwy	US 90 (SR 10A Mobile Hwy)	Escambia	2.9	28
628	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106	Pace Ln	SR 87 (Stewart St)	Santa Rosa	4.8	29
629	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	SR 87	Santa Rosa Okaloosa County Line	Santa Rosa	4.4	30
630	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-3, Rank 86	US 90 (SR 10)	Chumuckla Hwy	Santa Rosa	3.7	31
631	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40	Farrington Rd	US 90 (SR 10)	Santa Rosa	4.1	32
632	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 1	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	33
633	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 2	SR 297 / Pine Forest Rd	SR 297 / Pine Forest Rd	Escambia	0.9	34
634	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 3	US 90 / SR 10A / Mobile Hwy	US 90 / SR 10A / Mobile Hwy	Escambia	0.9	35
635	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 4	SR 173 / S Blue Angel Pkwy	SR 173 / S Blue Angel Pkwy	Escambia	0.9	36
636	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 5	US 29 / SR 95	US 29 / SR 95	Escambia	0.9	37
637	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 6	SR 295 / W Fairfield Dr	SR 295 / W Fairfield Dr	Escambia	0.9	38
638	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 7	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	39
639	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 8	US 29 / SR 95 / Pensacola Blvd	US 29 / SR 95 / Pensacola Blvd	Escambia	0.9	40
640	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 9	SR 296 / W Michigan Ave	SR 296 / W Michigan Ave	Escambia	0.9	41
641	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 10	US 90 / SR 10A / E Cervantes St	US 90 / SR 10A / E Cervantes St	Escambia	0.9	42
642	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 1	SR 87	SR 87	Santa Rosa	0.9	43
643	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 2	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	44
644	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 3	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	45
645	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 4	US 90 / SR 10 / SR 87	US 90 / SR 10 / SR 87	Santa Rosa	0.9	46
646	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 5	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	47

Seven-Layer Cake Projects 2050 Needs Plan							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	count
647	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	48
648	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	49
649	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 8	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	50
650	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9	SR 87	SR 87	Santa Rosa	0.9	51
651	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 10	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	52
652	ECRC 7-Layer Cake	USDOT Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant [4564131]	Multiple	Multiple	Escambia	4.5	53
653	ECRC 7-Layer Cake	ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [4177362]	Multiple	Multiple	Escambia / Santa Rosa	56.0	54
654	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP] [4515242]	Multiple	Multiple	Escambia	5.0	55
655	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP] [4515243]	Multiple	Multiple	Santa Rosa	16.3	56
656	ECRC 7-Layer Cake	EV Charging Station at Fricker Community Center [Smart Regions Master Plan]	F Street	F Street	Escambia	1.0	57
657	ECRC 7-Layer Cake	EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan]	SR 291 (N. Davis Highway)	SR 291 (N. Davis Highway)	Escambia	1.0	58
658	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [4280586]	Multiple	Multiple	Escambia / Santa Rosa	32.6	59

Illustrative Projects							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length** (mile)	Project count
700	Illustrative	US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	7	1
701	Illustrative	AL Cross Island Connector (Foley Beach Ext.) Provide 4 Lanes of Capacity, New Roadway	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	2.1	2
702	Illustrative	AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	5.9	3
703	Illustrative	Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)	CR 91 to CR 99 (Lillain Loop)	Baldwin	6	4

APPENDIX G – 2050 NEEDS PLAN COSTS

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
200	Capacity	US 90 - Provide 4 Lanes of Capacity	Browns Landing Rd	FL / AL State Line	Baldwin	1.7	$2,500,000	$2,805,000	$637,500	$3,825,000	$4,250,000	$637,500	$12,155,000	1
201	Capacity	US 98 (AL) - Provide 4 Lanes of Capacity	AL CR 91	FL / AL State Line	Baldwin	3.1	$2,500,000	$5,115,000	$1,162,500	$6,975,000	$7,750,000	$1,162,500	$22,165,000	2
203	Capacity	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity [2184291]	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	2	$15,816,658	complete	$3,163,332	complete	$31,633,316	$4,744,997	$39,541,645	3
204	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] [2186055, 2185192]	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	1.8	$12,669,190	$1,140,227	$2,280,454	$21,664,314	$22,804,541	$3,420,681	$51,310,218	4
205	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	US 29 (SR 95)	University Parkway	Escambia	3.3	$12,669,190	$1,045,208	$8,361,665	$39,717,910	$41,808,326	$6,271,249	$97,204,358	5
206	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	University Parkway	SR 291 (Davis Highway)	Escambia	1.2	$12,669,190	$760,151	$3,040,606	$14,442,876	$15,203,028	$2,280,454	$35,727,115	6
207	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	0.5	$12,669,190	$316,730	$1,266,919	$6,017,865	$6,334,595	$950,189	$14,886,298	7
208	Capacity	SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	3.2	$12,669,190	$4,921,128	$19,684,514	$93,501,441	$98,422,569	$14,763,385	$231,293,037	8
209	Capacity	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge - Provide 4 Lanes of Capacity and Bridge Replacement	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	0.6	$15,816,658	$3,368,558	$13,474,231	$64,002,599	$67,371,157	$10,105,674	$158,322,219	9
210	Capacity	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [4210114, 4210115]	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	5.1	$15,816,658	complete	$9,900,000	$105,000,000	$159,500,000	$19,300,000	$293,700,000	10
211	Capacity	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184933]	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Escambia	5.2	$15,816,658	complete	$3,600,000	$23,600,000	$35,800,000	$5,400,000	$68,400,000	11
212	Capacity	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184932]	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	1.9	$15,816,658	complete	$2,600,000	$21,100,000	$26,200,000	$4,000,000	$53,900,000	12
213	Capacity	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	2.9	$15,816,658	$1,146,708	$2,293,415	$43,574,893	$45,868,309	$6,880,246	$99,763,571	13

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
214	Capacity	SR 727 (N. Fairfield Dr.) - Provide 4 Lanes of Capacity	SR 298 (Lillian Hwy)	US 98	Escambia	1.4	$15,816,658	$1,107,166	$4,428,664	$21,036,155	$22,143,321	$3,321,498	$52,036,805	14
215	Capacity	US 29 Connector West Bypass [Segment 2] - Provide 4 Lanes of Capacity [4331132, 4331133]	US 29 (SR 95)	Muscogee Road	Escambia	4.2	$11,779,942	$1,236,894	$9,895,151	$47,001,967	$49,475,755	$7,421,363	$115,031,129	15
216	Capacity	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity [4331132, 4331133]	Muscogee Road	I-10 New Interchange	Escambia	2.4	$11,779,942	$1,413,593	$2,827,186	$26,858,267	$28,271,860	$4,240,779	$63,611,684	16
217	Capacity	US 90 (Mobile Hwy) - Provide 4 Lanes of Capacity [Beulah Master Plan]	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	2.4	$15,816,658	$1,897,999	$7,591,996	$36,061,981	$37,959,980	$5,693,997	$89,205,952	17
218	Capacity	SR 296 (Saufley Field Rd) - Provide 4 Lanes of Capacity and access improvements to NAS Saufley Field	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	0.5	$15,816,658	$790,833	$1,581,666	$7,512,913	$7,908,329	$1,186,249	$18,979,990	18
219	Capacity	CR 453 (North W. Street) - Provide 4 Lanes of Capacity	SR 295 (Fairfield Drive)	SR 750 (W. Airport Blvd)	Escambia	1.9	$15,816,658	$3,005,165	$6,010,330	$28,549,068	$30,051,650	$4,507,748	$72,123,961	19
220	Capacity	US 98 (SR 30) [No local road name] - Widen to 6 Lanes and Access Improvements to NAS Corry Station at Navy Exchange Rd	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	2.5	$12,669,190	$791,824	$6,334,595	$30,089,325	$31,672,974	$4,750,946	$73,639,665	20
221	Capacity	US 98 (SR 30) [No local road name] - Provide 6 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	1.5	$12,669,190	$950,189	$3,800,757	$18,053,595	$19,003,784	$2,850,568	$44,658,894	21
222	Capacity	US 98 (SR 30) [No local road name] - Provide 4 Lanes of Capacity	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	1.9	$15,816,658	$751,291	$6,010,330	$28,549,068	$30,051,650	$4,507,748	$69,870,087	22
223	Capacity	SR 295 (N. New Warrington Rd) - Provide 6 Lanes of Capacity	US 98	US 90 (Mobile Hwy)	Escambia	1.9	$12,669,190	$601,787	$4,814,292	$22,867,887	$24,071,460	$3,610,719	$55,966,145	23
224	Capacity	SR 727 (S. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 98	SR 292 (Gulf Beach Hwy)	Escambia	1.6	$15,816,658	$632,666	$5,061,331	$24,041,320	$25,306,653	$3,795,998	$58,837,968	24
225	Capacity	US 90 (Mobile Hwy) - Provide 6 Lanes of Capacity	SR 295 (New Warrington Rd)	SR 173	Escambia	4.4	$12,669,190	$1,393,611	$11,148,887	$52,957,213	$55,744,434	$8,361,665	$129,605,810	25

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
226	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	0.4	$15,816,658	$158,167	$1,265,333	$6,010,330	$6,326,663	$948,999	$14,709,492	26
227	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	3.3	$15,816,658	$1,304,874	$10,438,994	$49,585,223	$52,194,972	$7,829,246	$121,353,310	27
228	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	3.3	$15,816,658	$1,304,874	$10,438,994	$49,585,223	$52,194,972	$7,829,246	$121,353,310	28
229	Capacity	US 98 (SR 30) (Lillian Hwy) - Provide 4 Lanes of Capacity	Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	3.6	$15,816,658	$1,423,499	$11,387,994	$54,092,971	$56,939,969	$8,540,995	$132,385,429	29
230	Capacity	SR 296 (Saufley Field Road) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	1.4	$15,816,658	$553,583	$4,428,664	$21,036,155	$22,143,321	$3,321,498	$51,483,222	30
231	Capacity	SR 292A (Gulf Beach Highway) at SR 173 - Dedicated truck turn lane / signal for NAS	SR 292A (Gulf Beach Highway)	SR 173 (Blue Angel Parkway	Escambia	0.5	$4,684,889	$468,489	$468,489	$2,225,322	$2,342,444	$351,367	$5,856,111	31
232	Capacity	Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	Weigh station US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	0.5	$4,684,889	$234,244	$468,489	$2,225,322	$2,342,444	$351,367	$5,621,866	32
233	Capacity	Greenbrier Blvd Extension - Provide 2 Lanes of Capacity and Road Extension	Chemstrand Road	Campus Drive on University of West Florida (UWF)	Escambia	2.2	$8,746,299	$962,093	$3,848,371	$18,279,764	$19,241,857	$2,886,279	$45,218,364	33
234	Capacity	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) [2204369]	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	0.5	$12,669,190	complete	$1,870,000	$8,582,800	$41,673,345	$6,417,695	$58,543,840	34
235	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [4331132, 4331133]	Nine Mile Road	I-10 New Interchange	Escambia	1.9	$15,816,658	$1,502,583	$3,005,165	$28,549,068	$30,051,650	$4,507,748	$67,616,214	35
236	Capacity	Well Line Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.9	$11,673,228	$677,047	$6,770,472	$32,159,743	$33,852,361	$5,077,854	$78,537,477	36
237	Capacity	Kingsfield Road - New 2 Lane Facility	CR 97 W	CR 99 (Beulah Road)	Escambia	1.8	$11,673,228	$525,295	$4,202,362	$19,961,220	$21,011,810	$3,151,772	$48,852,458	37
238	Capacity	Quintette Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.1	$11,673,228	$612,844	$4,902,756	$23,288,090	$24,513,778	$3,677,067	$56,994,535	38

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
239	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [2186055, 2185192]	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	4.1	$12,669,190	$2,597,184	$5,194,368	$49,346,494	$51,943,678	$7,791,552	$116,873,275	39
240	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	2.2	$12,669,190	$696,805	$5,574,443	$26,478,606	$27,872,217	$4,180,833	$64,802,905	40
241	Capacity	Muscogee Road Reconstruction - Reconstruction (widening, shoulder improvements)	SR 99 (Beulah Road)	Nowak Road	Escambia	3.3	$675,205	$222,818	$445,635	$2,116,766	$2,228,175	$334,226	$5,347,620	41
242	Capacity	US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity and Bridge Replacement (FL and AL)	East end of Lillian Bridge	West end of Lillian Bridge	Escam/Bald	1.2	$15,816,658	$1,897,999	$3,795,998	$18,030,990	$18,979,990	$2,846,998	$45,551,975	42
243	Capacity	US 29 Connector East Bypass / CR 184 Quintette Rd - Provide 4 Lanes of Capacity and Bridge Replacement	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	ESC/SR	11.3	$11,827,409	$2,004,746	$26,729,944	$126,967,233	$133,649,719	$20,047,458	$309,399,099	43
244	Capacity	CR 197A (Bell Lane) - Provide 4 Lanes of Capacity	CR 191B (Sterling Way)	US 90	Santa Rosa	2	$11,827,409	$709,645	$4,730,964	$22,472,077	$23,654,818	$3,548,223	$55,115,725	44
245	Capacity	Pea Ridge Connector Phase 2 - Provide 4 Lanes of New Capacity	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	3.3	$11,779,942	$777,476	$7,774,761	$36,930,117	$38,873,807	$5,831,071	$90,187,233	45
246	Capacity	CR 191B (Sterling Way) - Provide 4 Lanes of Capacity	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	1.5	$11,827,409	$354,822	$3,548,223	$16,854,057	$17,741,113	$2,661,167	$41,159,382	46
247	Capacity	Watkins Street Extension - Improved/New 2 Lane Facility	US 90 (SR 10)	Sterling Way	Santa Rosa	3.1	$8,746,299	$542,271	$5,422,705	$25,757,849	$27,113,526	$4,067,029	$62,903,380	47
248	Capacity	Navarre Bridge Realignment - Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	1.5	$18,235,368	$6,820,592	$45,470,610	$215,985,400	$227,353,052	$34,102,958	$529,732,612	48
249	Capacity	E. Spencer Field Road - Provide 4 Lanes of Capacity	US 90	Hamilton Bridge Road	Santa Rosa	1.5	$15,816,658	$1,186,249	$4,744,997	$22,538,738	$23,724,987	$3,558,748	$55,753,720	49
250	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 2) [2204365]	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	1.3	$12,669,190	complete	$7,700,000	$775,000	$148,579,608	$22,881,260	$179,935,868	50
251	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 3) [2204366]	Simpson River Bridge	Third Avenue	Santa Rosa	2.2	$12,669,190	complete	$3,520,000	$1,508,200	$63,480,909	$9,776,060	$78,285,169	51

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
252	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 4) [2204367]	Third Avenue	CR 197A Bell Lane	Santa Rosa	3.7	$12,669,190	complete	$5,500,000	$54,032,700	$129,525,546	$19,946,934	$209,005,180	52
253	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 5) [2204368]	CR 197A Bell Lane	Glover Lane	Santa Rosa	3.2	$12,669,190	complete	in-house	$29,650,400	$139,888,768	$21,542,871	$191,082,039	53
254	Capacity	CR 197A (Woodbine Road) - Provide 4 Lanes of Capacity	US 90	Five Points Intersection	Santa Rosa	3.7	$15,816,658	$2,926,082	$11,704,327	$55,595,553	$58,521,635	$8,778,245	$137,525,843	54
255	Capacity	Panhandle Trail Drive - Enhanced 2 Lane Facility	US 98	East River Drive	Santa Rosa	1.1	$4,684,889	$257,669	$1,030,675	$4,895,709	$5,153,377	$773,007	$12,110,437	55
256	Capacity	CR 197 (Chumuckla Hwy) and Five Points Intersection - Provide 4 Lanes of Capacity [4219943]	US 90	Five Points Intersection	Santa Rosa	4	$15,816,658	$1,581,666	$12,653,327	$60,103,301	$63,266,633	$9,489,995	$147,094,921	56
257	Capacity	CR 197 (Chumuckla Hwy) - Provide 4 Lanes of Capacity	Five Points Intersection	Smyer Drive	Santa Rosa	1	$15,816,658	$790,833	$3,163,332	$15,025,825	$15,816,658	$2,372,499	$37,169,147	57
258	Capacity	SR 87 - Provide 4 Lanes of Capacity	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	22.2	$11,827,409	$2,625,685	$52,513,695	$249,440,051	$262,568,474	$39,385,271	$606,533,176	58
259	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167488]	US 90	CR 191 (Munson Hwy)	Santa Rosa	3.3	$11,779,942	complete	underway	$19,436,904	$38,873,807	$5,831,071	$64,141,782	59
260	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167489]	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	4.4	$11,779,942	complete	underway	$25,915,871	$51,831,743	$7,774,761	$85,522,376	60
261	Capacity	US 90 - Provide 6 Lanes of Capacity [4409151]	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	1.3	$12,669,190	complete	$3,293,989	$15,646,449	$16,469,947	$2,470,492	$37,880,877	61
262	Capacity	US 90 (Caroline Street) - Provide 4 Lanes of Capacity [4409152]	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	1.6	$15,816,658	complete	underway	$37,500,000	$65,500,000	$8,000,000	$111,000,000	62
263	Capacity	US 90 - Provide 4 Lanes of Capacity [4409153]	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	3.1	$15,816,658	complete	underway	$46,580,058	$49,031,640	$7,354,746	$102,966,445	63
264	Capacity	US 29 RR Crossing - Railroad Overpass	US 29	Muscogee Road	Escambia	0.2	$675,205	$253,376	$2,027,008	$9,628,289	$10,135,041	$1,520,256	$23,563,970	64

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
265	Capacity	Frank Reeder Road / Devine Farm Road - 4-Lane Capacity	SR 99 (Beulah Road)	CR 97	Escambia	2.5	$15,816,658	$790,833	$7,908,329	$35,587,481	$39,541,645	$5,931,247	$89,759,535	65
266	Capacity	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration [4531531, 4529311]	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	5	$675,205	complete	$1,375,945	$0	$6,879,725	$1,031,959	$9,287,629	66
267	Capacity	Highway 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5	Escambia / Santa Rosa County Line	SR 87	Santa Rosa	16.4	see individual US 90 segments							
268	Capacity	NAS Whiting Munson Highway Connector MIRR Project 5.6.7	E Gate Rd (CR 87A)	Munson Hwy (CR 191)	Santa Rosa	1.1	$8,746,299	$962,093	$1,924,186	$2,405,232	$9,620,928	$1,443,139	$16,355,578	68
269	Capacity	Connecting the Collectors - Eglin AFB at Hurlburt Field	Navarre Community Access Road	Hurlburt Field	SR/Okal	5.1	$11,779,942	$1,201,554	$12,015,540	$30,038,851	$60,077,702	$9,011,655	$112,345,303	69
270	Capacity	NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity MIRR Project	SR 87	Whiting Field Main Gate	Santa Rosa	1.1	$11,827,409	$650,507	$2,602,030	$6,505,075	$13,010,150	$1,951,522	$24,719,284	70
271	Capacity	CR 184A (Berryhill Road) - Provide 4-Lane Capacity	Chumuckla Highway	SR 89 (Dogwood Drive)	Santa Rosa	7.9	$15,816,658	$1,249,516	$24,990,320	$112,456,439	$124,951,599	$18,742,740	$282,390,615	71
272	Capacity	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd [4410563]	SR 10 (US 90A) West Nine Mile Road	CR 297A	Escambia	0.8	Using D3 project costs	complete	underway	included in 4410563	$10,400,000	$1,615,000	$12,015,000	72
273	Capacity	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10 [4410562]	Sharon Lane	SR 10 (US 90A) West Nine Mile Road	Escambia	0.96	Using D3 project costs	complete	underway	$112,926,000	$33,400,000	$4,141,000	$150,467,000	73
274	Capacity	Navarre Community Access Road - Provide 2 Lanes of New Capacity [4517351, 4369021]	Edgewood Drive	Panhandle Trail / Fox Den Drive / Whispering Pines Rd	Santa Rosa	16.6	$11,673,228	underway	$9,688,779	$48,443,895	$96,887,791	$14,533,169	$169,553,634	74
275	Capacity	CR 297A - 4 Lane Capacity to Correct Deficiency	East of Plymouth Ln	Devine Farm Rd	Escambia	1.7	$15,816,658	$672,208	$5,377,664	$24,199,487	$26,888,319	$4,033,248	$61,170,925	75
276	Capacity	I-10 New Overpass, Frank Reeder Road to Devine Farm	Frank Reeder Road	Devine Farm Road	Escambia	1	$10,000,000	$500,000	$2,000,000	$9,000,000	$10,000,000	$1,500,000	$23,000,000	76

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
		Road -New Overpass (no interstate access)												
277	Capacity	E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park - Provide 4-Lane Capacity	N. Davis Highway	Ely Road at Ellison Industrial Park	Escambia	0.9	$15,816,658	$711,750	$2,846,998	$12,811,493	$14,234,992	$2,135,249	$32,740,482	77
278	Capacity	CR 749 (Chemstrand Road) - Provide 4 Lanes of Capacity	Nine Mile Road	Ten Mile Road	Escambia	1.1	$15,816,658	$869,916	$3,479,665	$15,658,492	$17,398,324	$2,609,749	$40,016,145	78
279	Capacity	Willard Norris Road - 4 Lane Capacity	SR 89	Pea Ridge Connector	Santa Rosa	3.6	$15,816,658	$1,423,499	$11,387,994	$51,245,972	$56,939,969	$8,540,995	$129,538,430	79
280	Capacity	Beulah and Kingsfield Road Reconfiguration - Provide 4-Lane Capacity	I-10	Muscogee Road	Escambia	3.8	$11,779,942	$1,119,094	$8,952,756	$40,287,400	$44,763,778	$6,714,567	$101,837,595	80
281	Capacity	I-10 (SR 8) - Provide 6 Lanes of Capacity [SIS project ID 3322] [4379051]	Alabama State Line	US 29 (SR 95)	Escambia	9.6	$13,276,044	complete	Underway	see segments	see segments	see segments	see segments	81
282	Capacity	I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [4130624]	SR 281 (Avalon Blvd)	Okaloosa County Line	Santa Rosa	21.0	see segments	$3,100,000	see segments	see segments	see segments	see segments	$3,100,000	82
283	Capacity	I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [4130626]	E of SR 281 (Avalon Blvd)	East of Blackwater River	Santa Rosa	6.3	$13,276,044	complete	$6,900,000	$2,100,000	$368,275,000	$39,600,000	$416,875,000	83
284	Capacity	I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [4130627]	East of Blackwater River	East of SR 87	Santa Rosa	3.8	$13,276,044	complete	$4,300,000	$3,000,000	$178,254,000	$15,500,000	$201,054,000	84
285	Capacity	I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] [4130628]	East of SR 87	Miller Bluff Road	Santa Rosa	5.3	$13,276,044	complete	$5,000,000	$2,600,000	$75,331,000	$8,000,000	$90,931,000	85
286	Capacity	I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] [4130629]	Miller Bluff Road	Okaloosa County Line	Santa Rosa	5.5	$13,276,044	complete	$5,000,000	$6,900,000	$80,300,000	$9,700,000	$101,900,000	86
287	Capacity	US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] [2204268]	East of Pensacola Bay Bridge	East of Bayshore Road	Santa Rosa	4.0	$14,154,295	$2,100,000	$3,500,000	$51,097,909	$56,775,454	$8,516,318	$121,989,681	87
288	Capacity	US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) [2204263]	Portside Drive	Bergren Road	Santa Rosa	5.5	$12,669,190	$3,462,551	$4,950,000	$11,000,000	$69,251,021	$10,387,653	$99,051,225	88

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
289	Capacity	US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) [2204264]	Bergren Road	Ramble Bay Lane	Santa Rosa	4.3	$12,669,190	$2,747,401	$4,400,000	$54,398,549	$54,948,029	$8,242,204	$124,736,183	89
290	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) [2204266]	Ramble Bay Lane	Ortega Street	Santa Rosa	2.7	$12,669,190	$1,694,841	$13,750,000	$33,557,853	$33,896,821	$5,084,523	$87,984,038	90
291	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) [2204265]	Ortega Street	Okaloosa County Line	Santa Rosa	3.5	$12,669,190	$2,189,059	$60,000	$43,343,367	$43,781,179	$6,567,177	$95,940,782	91
292	Capacity	SR 173 [S. Blue Angel Parkway] - Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate. (MIRR: 5.5.5) [SIS] [MAF]	SR 292 (Gulf Beach Highway) / Sorrento Road	West Gate Entrance	Escambia	1.7	$3,050,059	$520,436	$1,040,872	$2,602,181	$5,204,361	$780,654	$10,148,504	92
293	Capacity	SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] [4210121]	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia	3.7	$11,827,409	complete	complete	$15,157,600	$151,576,000	$22,736,400	$189,470,000	93
294	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] [4210123]	US 98	SR 297 (Pine Forest Road)	Escambia	4.4	$11,827,409	$2,100,000	see segments	see segments	see segments	see segments	$2,100,000	94
295	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210124]	US 98	Kennedy Drive	Escambia	2.3	$11,827,409	underway	$3,100,000	$3,700,000	$69,800,000	$8,500,000	$85,100,000	95
296	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210125]	Kennedy Drive	CR 296 Saufley Field Drive	Escambia	2.0	$11,827,409	underway	$3,500,000	$31,500,000	$59,200,000	$7,200,000	$101,400,000	96
297	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210126]	CR 296 Saufley Field Drive	SR 10 (US 90)	Escambia	2.1	$11,827,409	underway	$3,500,000	$35,700,000	$67,900,000	$8,200,000	$115,300,000	97
298	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210127]	SR 10 (US 90)	SR 297 (Pine Forest Road)	Escambia	0.7	$11,827,409	underway	$2,800,000	$23,600,000	$29,700,000	$3,600,000	$59,700,000	98

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
299	Capacity	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] [4410562]	Pine Forest Drive	Sharon Lane	Escambia	0.7	$12,669,190	$874,174	$1,748,348	$7,867,567	$8,741,741	$1,311,261	$20,543,091	99
300	Capacity	SR 87 SIS Incorporation (MIRR 5.6.8) [Future SIS]	Langley St	US 90	Santa Rosa	6.0	$1,393,223	$839,385	$1,678,770	$1,678,770	$8,393,852	$1,259,078	$13,849,856	100
301	Capacity	SR 750 [Airport Boulevard] Bridge over Railroad [SIS]	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia	0.1	$58,116,229	$700,000	$1,400,000	$6,300,000	$7,000,000	$1,050,000	$16,450,000	101
302	Capacity	US 29 (SR 95) - Provide 6 Lanes Capacity to State Line [SIS Unfunded Need 2635]	Nine 1/2 Mile Road	State Line	Escambia	35.0	$9,599,784	$3,362,461	$67,249,213	$168,123,033	$336,246,067	$50,436,910	$625,417,684	102
303	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [Beulah Master Plan]	US 90 (Mobile Highway)	US 90A (Nine Mile Road)	Escambia	1.1	$15,816,658	$869,916	$3,479,665	$8,699,162	$17,398,324	$2,609,749	$33,056,816	103
304	Capacity	Wilde Lake Blvd [Beulah Master Plan]	N Eight Mile Creek Rd	US 297 (Pine Forest Rd)	Escambia	0.5	$1,355,454	$16,943	$135,545	$338,863	$677,727	$101,659	$1,270,738	104
305	Capacity	Klondike Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.6	$1,355,454	$54,218	$433,745	$1,084,363	$2,168,726	$325,309	$4,066,361	105
306	Capacity	Eight Mile Creek Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.8	$1,355,454	$60,995	$487,963	$1,219,908	$2,439,817	$365,972	$4,574,656	106
307	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100076955, 100076978, 100076979, 100076980]	Beaver Creek Lane	Foley Beach Express	Baldwin	0.8	$2,500,000	$255,025	underway	$212,100	$3,060,300	$459,045	$3,986,470	107
308	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100078233, 100040566, 100040567, 100040568]	AL SR 59	Beaver Creek Lane	Baldwin	2.5	$2,500,000	$1,440,000	$1,700,000	$4,400,000	$13,750,000	$2,062,500	$23,352,500	108
												Subtotal FL	**$10,076,961,145**	
												Subtotal AL	**$61,658,970**	
												Total	**$10,138,620,115**	

Corridor Management Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	Corridor Study	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
400	Corridor Mgmt.	W. Main Street Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path [4409041]	Barrancas Avenue	S. Clubbs Street	Escambia	0.8	$626,800	$0	$0	$0	$2,500,000 [Funded FY 27]	$0	$2,500,000	1
401	Corridor Mgmt.	US 98 (SR 30) [W. Navy Blvd] Provide Complete Street Redesign [2186302]	SR 295 (N. Navy Blvd)	Bayou Chico Bridge	Escambia	1.4	$1,355,453	complete	$1,000,000	$0	$22,100,000	$500,000	$23,600,000	2
402	Corridor Mgmt.	US 90 (W. Cervantes St) Provide Lane Elimination on US 90	Dominques St	A Street	Escambia	2.3	$1,355,453	$623,509	$1,558,772	$0	$3,117,543	$467,632	$5,767,455	3
403	Corridor Mgmt.	SR 295 (W. Fairfield Dr.) Corridor Management	US 98 (SR 30)	US 29 (N. Palafox St)	Escambia	5.2	$1,355,453	$150,000	$0	$0	$0	$0	$150,000	4
404	Corridor Mgmt.	US 90 (W. Cervantes St, and E. Cervantes St) RAISE Grant Cervantes Street from "W" Street to Bayou Texar Bridge [4553521]	W St.	Bayou Texar Bridge (Dr. Philip A. Payne Bridge)	Escambia	3.7	$1,355,453	$4,872,791*	$0	$0	$5,015,178	$752,277	$9,887,969	5
405	Corridor Mgmt.	17th Avenue Corridor Management	US 98 / SR 196 (Bayfront Pky)	US 90 / SR 10A (E. Cervantes)	Escambia	0.5	$675,204	$150,000	$0	$0	$0	$0	$150,000	6
406	Corridor Mgmt.	W. Jordan Street Corridor Management / Two-Way Restoration	N. E Street	US 29 (N. Palafox St)	Escambia	0.9	$1,355,453	$150,000	$0	$0	$0	$0	$150,000	7
407	Corridor Mgmt.	SR 295 (Navy Boulevard) Corridor Management Plan Implementation (Plan funded in FY24 and currently underway for south segment)	SR 292 (Gulf Beach Hwy)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	1.2	$675,204	$150,000	$0	$0	$0	$0	$150,000	8
408	Corridor Mgmt.	SR 292 (Pace Boulevard) Corridor Management	South of W. McLeod Street	US 29	Escambia	4	$1,355,453	$150,000	$0	$0	$0	$0	$150,000	9
409	Corridor Mgmt.	CR 191 (Munson Highway) Corridor Management with Multi-modal improvements Requested by NAS Whiting Field	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	7	$626,800	$150,000	$0	$0	$0	$0	$150,000	10
410	Corridor Mgmt.	SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) Corridor Management	North W Street	SR 289 (Ninth Avenue)	Escambia	2.6	$1,355,453	$150,000	$0	$0	$0	$0	$150,000	11
411	Corridor Mgmt.	SR 89 (Dogwood Drive) Corridor Management	US 90 (Caroline Street)	SR 87 (Stewart Street)	Santa Rosa	3.8	$1,355,453	$150,000	$0	$0	$0	$0	$150,000	12
												Subtotal FL	**$42,955,425**	
												Subtotal AL	**$0**	
												Total	**$42,955,425**	

*2024 grant award by USDOT to City of Pensacola, under the Better Utilizing Investments to Leverage Development (BUILD) grant program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants.

Intersection Projects 2050 Needs Plan														
Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
800	Intersection	Provide Major Intersection Reconstruction at Foley Beach Expressway and Canal Road (AL) [AL 100076955]	Foley Beach Express at Canal Road		Baldwin	0.5	$5,000,000	complete	$500,000	$200,000	$3,000,000	$200,000	$3,900,000	1
801	Intersection	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin [2186202]	SR 289 (Ninth Avenue) / Langley / Tippen		Escambia	1	$1,355,453	$1,355,454	$2,439,908	$35,000,000	$40,000,000	$6,000,000	$84,795,271	2
802	Intersection	Provide Intersection Improvement on US 98 at Navy Boulevard	US 98 at SR 295 (Navy Blvd)		Escambia	1	$4,684,888	$702,733	$936,978	$4,216,400	$4,684,889	$702,733	$11,243,732	3
803	Intersection	Provide Major Intersection Reconstruction as Roundabout on Via de Luna Drive on Pensacola Beach	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach Access Road	Escambia	0.5	$4,684,888	complete	$2,250,000	$7,500,000	$16,500,000	$2,475,000	$28,725,000	4
804	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Edgewood Drive		Santa Rosa	0.5	$4,684,888	complete	$1,171,222	$2,108,200	$2,342,444	$351,367	$5,973,233	5
805	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Andorra Street		Santa Rosa	0.5	$4,684,888	complete	$1,171,222	$2,108,200	$2,342,444	$351,367	$5,973,233	6
806	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road [4331131]	Alabama State Line	East of EB Weigh Station	Escambia	3	N/A	complete	$1,400,000	$2,800,000	$280,000,000	$42,099,984	$326,995,369	7
807	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road [4379052]	East of EB Weigh Station	East of SR 10 (US 90A) Nine Mile Road includes interchange	Escambia	3	N/A	complete	$5,500,000	$815,000	$267,519,942	$40,127,991	$313,962,933	8

Intersection Projects 2050 Needs Plan														
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length** (mile)	**Cost / Mi**	**PD&E** (UT for AL)	**Design** (20%)	**R/W** (10 – 100%)	**CST**	**CEI** (15%)	**Total**	count
808	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road [SIS project 3574] [4379053]	E of SR 10 (US 90A) Nine Mile Road	W of SR 95 (US 29) includes interchange	Escambia	3	N/A	complete	$7,700,000	21,233,000	254,205,000	$38,130,750	$321,268,750	9
809	Intersection	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp [4379054, 4545071]	I-10 at SR 297 (Pine Forest Road		Escambia	1	N/A	complete	Incl in [808]					10
810	Intersection	Provide Interchange Reconstruction Phase II [2224761]	I-10 at US 29 (SR 95)		Escambia	5.6	Underway							11
811	Intersection	Provide New Interchange on I-10 at Ninth Avenue	I-10 @ SR 289 (Ninth Avenue)		Escambia	0.5	$57,881,162	$1,447,029	$2,894,058	$26,046,523	$28,940,581	$4,341,087	$63,669,278	12
812	Intersection	Provide Interchange Reconstruction [2204268]	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass		Santa Rosa	0.5	$74,000,000	$1,850,000	$3,700,000	33,300,000	$37,000,000	$5,550,000	$81,400,000	13
813	Intersection	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A [4553191]	CR 95A		Escambia	5	N/A	none	complete	donated	$2,125,000	$318,750	$2,443,750	14
814	Intersection	Reimagine Jackson - Intersection Projects Mini Roundabouts	Multiple Intersections N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Escambia	0.5	$4,684,888	complete	$468,489	$2,108,200	$2,342,444	$351,367	$5,270,500	15
815	Intersection	Reimagine Jackson - Intersection Realignment / Improvement	New Warrington Rd		Escambia	0.5	$4,684,888	complete	$468,489	$2,108,200	$2,342,444	$351,367	$5,270,500	16
816	Intersection	Reimagine Jackson - Intersection Project at Pace Blvd	SR 292 Pace Blvd		Escambia	0.5	$4,684,888	complete	$468,489	$2,108,200	$2,342,444	$351,367	$5,270,500	17
												Subtotal FL	**$1,261,408,399**	
												Subtotal AL	**$3,900,000**	
												Total	**$1,265,308,399**	

Public Transportation Projects 2050 Needs Plan														
Map ID	Project Type	Project Name	From	To	County	Length (mile)	Plan Study Cost	Capital Costs	Operating Cost	R/W	CST	CEI	Total	count
900	Public Transportation	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa / Okaloosa	171.3	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497	1
901	Public Transportation	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	116	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497	2
902	Public Transportation	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	108.9	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497	3
903	Public Transportation	Amtrak Passenger Rail Service (Regional)	Mobile	Pensacola	Regional	241.9	$1,233,000*	$760,000	$8,987,000	$0	$0	$0	$10,980,000	4
904	Public Transportation	New ECAT Transfer Facility	US 29 at Clarinda Lane		Escambia	1	$52,900,000**	TBD	TBD	Under purchase by Esc. Co.	TBD	TBD	$52,900,000**	5
905	Public Transportation	Renovate Rosa Parks Transit Center	Fairfield Dr.		Escambia	1	TBD	TBD	TBD	$0	TBD	TBD	TBD	6
906	Public Transportation	Express Bus - Navy Federal	Multiple	Nine Mile Road	Escambia	17.1	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497	7
907	Public Transportation	Express Bus - Milton	Multiple	Milton	Escambia / Santa Rosa	36	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497	8
908	Public Transportation	Express Bus - Santa Rosa Tiger Point Community Center	Pensacola	Tiger Point Community Center	Escambia / Santa Rosa	27.5	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497	9
												Subtotal FL	**$98,302,483**	
												Subtotal AL	**$6,884,497**	
												Total	**$105,186,979**	

* Cost from FL-AL TPO Resolution 24-02 and Metropolitan Planning Organization Advisory Council

** Grant awarded to Escambia County (ECAT) by State of Florida Hurricane Sally Recovery Grant through Florida Department of Commerce Rebuild Florida program (July 2023)

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
1	Bike / Ped / Trail	Reimagine Jackson Street Continuous Sidewalks	New Warrington Rd (SR 295)	A Street	Escambia	3	$626,800	$0	$376,080	$1,692,361	$1,880,401	$282,060	$4,230,902	1
2	Bike / Ped / Trail	W. Lee St, N. G St, N. F St - West Moreno Sidewalks	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	1.7	$626,800	$0	$439,011	$1,097,527	$1,065,561	$159,834	$1,971,287	2
3	Bike / Ped / Trail	North E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	West Cervantes	Garden St	Escambia	0.6	$626,800	$0	$154,945	$387,363	$376,080	$56,412	$695,748	3
4	Bike / Ped / Trail	North L Street (W Cervantes to Gregory / Legion Field) - Connectivity from W Cervantes to Legion Field Park via L St.	West Cervantes	Gregory Street / Legion Field Park	Escambia	0.4	$626,800	$0	$103,297	$258,242	$250,720	$37,608	$463,832	4
5	Bike / Ped / Trail	W Gregory St - Connectivity to Global Learning via Gregory St	L St	Pace Blvd	Escambia	0.2	$626,800	$0	$51,648	$129,121	$125,360	$18,804	$231,916	5
6	Bike / Ped / Trail	N. Spring St Improvements	Gregory St	Main St (South Segment)	Escambia	0.6	$626,800	$0	$154,945	$387,363	$376,080	$56,412	$695,748	6
7	Bike / Ped / Trail	N. Reus St Improvements	Cervantes St	Garden St	Escambia	0.6	$626,800	$0	$154,945	$387,363	$376,080	$56,412	$695,748	7
8	Bike / Ped / Trail	W Navy Blvd Bicycle Lanes	Bayou Chico Bridge	SR 292 / Barrancas Ave	Escambia	1.7	$464,107	$0	$325,061	$812,652	$788,983	$118,347	$1,459,618	8
9	Bike / Ped / Trail	Gregory St - Connectivity to Legion Field Park via Gregory St [4499171]	L St	G St	Escambia	0.3	$626,800	$0	$77,473	$193,681	$188,040	$28,206	$347,874	9
10	Bike / Ped / Trail	W. Main St - Connectivity to North "E" St via Main St	E St	Clubbs St	Escambia	0.4	$626,800	$0	$103,297	$258,242	$250,720	$37,608	$463,832	10
11	Bike / Ped / Trail	South E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Garden St	Main Street	Escambia	0.4	$1,355,453	$0	$223,379	$558,447	$542,181	$81,327	$1,003,036	11
12	Bike / Ped / Trail	A St - Roadway Rebalance Restriping, Crosswalk / Intersection, Neighborhood Greenway	Maxwell St	Main St	Escambia	1.9	$1,355,453	$0	$1,061,049	$2,652,623	$2,575,362	$386,304	$4,764,420	12
13	Bike / Ped / Trail	Blount St Roadway Rebalance, Striping	20th Ave	A St	Escambia	2.1	$1,355,453	$0	$1,172,738	$2,931,846	$2,846,453	$426,968	$5,265,937	13
14	Bike / Ped / Trail	Johnson Ave Sidewalks	Davis Hwy	Olive Rd	Escambia	2.3	$626,800	$0	$593,956	$1,484,890	$1,441,641	$216,246	$2,667,035	14

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
15	Bike / Ped / Trail	Jordan Street Sidewalks	Pace Blvd	W St	Escambia	0.5	$626,800	$0	$129,121	$322,802	$313,400	$47,010	$579,790	15
16	Bike / Ped / Trail	Olive Road West Sidewalks	RR	Existing Sidewalks	Escambia	2	$626,800	$0	$516,483	$1,291,209	$1,253,601	$188,040	$2,319,161	16
17	Bike / Ped / Trail	14th Avenue - Roadway Rebalance/Sharrows	Hayne, Cervantes	Bayfront, Cervantes, Gregory	Escambia	2	$1,355,453	$0	$1,116,894	$2,792,234	$2,710,907	$406,636	$5,015,178	17
18	Bike / Ped / Trail	Spring St Rebalance	Gregory St	Main St	Escambia	0.6	$1,355,453	$0	$335,068	$837,670	$813,272	$121,991	$1,504,554	18
19	Bike / Ped / Trail	Hayne, Guillemard - Protected Bike Lanes	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	1.8	$464,107	$0	$344,182	$860,455	$835,393	$125,309	$1,545,478	19
20	Bike / Ped / Trail	Bayou Blvd Protected Bike Lanes	12th Ave	Scenic Hwy	Escambia	3.4	$464,107	$0	$650,122	$1,625,304	$1,577,965	$236,695	$2,919,236	20
21	Bike / Ped / Trail	Government St Roadway Rebalance	Barrancas St	9th Ave	Escambia	1.8	$1,355,453	$0	$1,005,204	$2,513,011	$2,439,817	$365,972	$4,513,661	21
22	Bike / Ped / Trail	Hollywood Ave Sidewalks	Fairfield Dr	Massachusetts Ave	Escambia	0.8	$626,800	$0	$206,593	$516,483	$501,440	$75,216	$927,664	22
23	Bike / Ped / Trail	Massachusetts Sidewalks	Mobile Hwy	Hollywood Ave	Escambia	1.6	$626,800	$0	$413,187	$1,032,967	$1,002,880	$150,432	$1,855,329	23
24	Bike / Ped / Trail	Scenic Highway Multi-Use Trail	Baywoods Dr	N Davis Hwy	Escambia	4.1	$1,043,940	$0	$1,763,425	$4,408,562	$4,280,157	$642,024	$7,918,290	24
25	Bike / Ped / Trail	Bauer Road Sidewalks and Bike Lanes	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	5.2	$1,043,940	$0	$2,236,539	$5,591,346	$5,428,492	$814,274	$10,042,710	25
26	Bike / Ped / Trail	Dog Track Road Bicycle Lanes	Blue Angel Pkwy	US 98/SR 30	Escambia	2.1	$464,107	$0	$401,546	$1,003,865	$974,626	$146,194	$1,803,058	26
27	Bike / Ped / Trail	Summit Boulevard – Road Diet/Rebalance	12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail	Escambia	2.4	$1,355,453	$0	$1,340,273	$3,350,681	$3,253,089	$487,963	$6,018,214	27
28	Bike / Ped / Trail	Muldoon Road Sidewalks	Cerny Rd	Bellview Ave	Escambia	1.3	$626,800	$0	$335,714	$839,286	$814,840	$122,226	$1,507,455	28
29	Bike / Ped / Trail	W Street Sidewalks	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	1.1	$626,800	$0	$284,066	$710,165	$689,480	$103,422	$1,275,539	29
30	Bike / Ped / Trail	Cerny Road Sidewalks	Muldoon Rd	Mobile Hwy	Escambia	1.4	$626,800	$0	$361,538	$903,846	$877,520	$131,628	$1,623,413	30
31	Bike / Ped / Trail	Tonawanda Dr Sidewalks	Mobile Hwy	61st Ave	Escambia	0.8	$626,800	$0	$206,593	$516,483	$501,440	$75,216	$927,664	31
32	Bike / Ped / Trail	Kingsfield Road Sidewalks	297A	Tate Road 61	Escambia	2.1	$626,800	$0	$542,308	$1,355,769	$1,316,281	$197,442	$2,435,119	32
33	Bike / Ped / Trail	Beulah Road Bicycle Lanes	Mobile Highway	9 Mile Road	Escambia	1.2	$464,107	$0	$229,455	$573,637	$556,929	$83,539	$1,030,319	33

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
34	Bike / Ped / Trail	Sorrento Road Shoulders/Bicycle Lanes	Innerarity Point Rd	Segura Dr	Escambia	0.1	$464,107	$0	$19,121	$47,803	$46,411	$6,962	$85,860	34
35	Bike / Ped / Trail	8 Mile Creek Rd Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.8	$464,107	$0	$344,182	$860,455	$835,393	$125,309	$1,545,478	35
36	Bike / Ped / Trail	61st Avenue Sidewalks	Tonawanda Dr	Fairfield Dr	Escambia	0.5	$626,800	$0	$129,121	$322,802	$313,400	$47,010	$579,790	36
37	Bike / Ped / Trail	Klondike Road Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.6	$464,107	$0	$305,940	$764,849	$742,572	$111,386	$1,373,758	37
38	Bike / Ped / Trail	E. Kingsfield Rd Sidewalks	95A	Chemstrand Rd	Escambia	1.7	$626,800	$0	$439,011	$1,097,527	$1,065,561	$159,834	$1,971,287	38
39	Bike / Ped / Trail	Stefani Road Sidewalks	Nine Mile Rd	W Roberts Rd	Escambia	2.0	$626,800	$0	$516,483	$1,291,209	$1,253,601	$188,040	$2,319,161	39
40	Bike / Ped / Trail	Nine and 1/2 Mile Rd - Sidewalks	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	0.7	$626,800	$0	$180,769	$451,923	$438,760	$65,814	$811,706	40
41	Bike / Ped / Trail	US 90 Shared Use Path	Escambia County Line	Bell Lane	Santa Rosa	7.2	$1,043,940	$0	$3,096,746	$7,741,864	$7,516,373	$1,127,456	$13,905,290	41
42	Bike / Ped / Trail	US 90 Shared Use Path	Bell Ln	Glover Ln	Santa Rosa	3.2	$1,043,94	$0	$1,376,331	$3,440,829	$3,340,610	$501,092	$6,180,129	42
43	Bike / Ped / Trail	US 98 Shared Use Path	Portside Dr	Bergren Rd	Santa Rosa	5.5	$1,043,940	$0	$2,365,570	$5,913,924	$5,741,674	$861,251	$10,622,097	43
44	Bike / Ped / Trail	Soundview Trail Walking Path	Shoreline Drive / US 98	Bob Sikes Bridge / Gulf Islands National Seashore	Santa Rosa	1.1	$1,043,940	$0	$473,114	$1,182,785	$1,148,335	$172,250	$2,124,419	44
45	Bike / Ped / Trail	Munson Hwy, Broad, Willing Pine - Milton Multimodal Connector	Milton	Bagdad Mill Site Park and Village	Santa Rosa	1.6	$1,043,940	$0	$688,166	$1,720,414	$1,670,305	$250,546	$3,090,065	45
48	Bike / Ped / Trail	US 98 Shared Use Path	Bergren Rd	Ramble Way	Santa Rosa	4.3	$1,043,940	$0	$1,849,445	$4,623,613	$4,488,945	$673,342	$8,304,548	46
49	Bike / Ped / Trail	US 98 Shared Use Path	Ramble Way	Okaloosa County Line	Santa Rosa	6.1	$1,043,940	$0	$2,623,632	$6,559,080	$6,368,038	$955,206	$11,780,871	47
50	Bike / Ped / Trail	Byrom. King, Rosasco St - King Middle School Connection	multiple	multiple	Santa Rosa	1.1	$626,800	$0	$284,066	$710,165	$689,480	$103,422	$1,275,539	48
51	Bike / Ped / Trail	Chumuckla Highway Shared Use Path	US 90	Five Points	Santa Rosa	3.4	$1,043,940	$0	$1,462,352	$3,655,880	$3,549,398	$532,410	$6,566,387	49
52	Bike / Ped / Trail	W Spencer Field Rd S hared Use Path	Berryhill Rd	US 90	Santa Rosa	3.1	$1,043,940	$0	$1,333,321	$3,333,303	$3,236,216	$485,432	$5,987,000	50
53	Bike / Ped / Trail	Glover Lane Sidewalks	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	0.5	$626,800	$0	$129,121	$322,802	$313,400	$47,010	$579,790	51
54	Bike / Ped / Trail	US 90 Shared Use Path	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	1.3	$1,043,940	$0	$559,135	$1,397,837	$1,357,123	$203,568	$2,510,677	52

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
55	Bike / Ped / Trail	Henry Street Sidewalks	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	1.1	$626,800	$0	$284,066	$710,165	$689,480	$103,422	$1,275,539	53
56	Bike / Ped / Trail	Old Bagdad Hwy - Parkmore Plaza Sidewalks	Avalon Blvd	County Optimist Park	Santa Rosa	0.9	$626,800	$0	$232,418	$581,044	$564,120	$84,618	$1,043,622	54
57	Bike / Ped / Trail	Panhandle Trail - Shoreline Park South Nature Trail Shared Use Path	multiple	multiple	Santa Rosa	1.3	$1,043,940	$0	$559,135	$1,397,837	$1,357,123	$203,568	$2,510,677	55
58	Bike / Ped / Trail	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	1.1	$464,107	$0	$210,334	$525,834	$510,518	$76,578	$944,459	56
59	Bike / Ped / Trail	Pace Lane - Skipper to US 90 Sidewalks	Skipper Lane	US 90	Santa Rosa	0.3	$626,800	$0	$77,473	$193,681	$188,040	$28,206	$347,874	57
60	Bike / Ped / Trail	Edgewood Drive S hared Use Path	US 98	East Bay Blvd	Santa Rosa	2.9	$1,043,940	$0	$1,247,300	$3,118,251	$3,027,428	$454,114	$5,600,742	58
61	Bike / Ped / Trail	East Spencer Field Rd Shared Use Path	Norris Rd	US 90	Santa Rosa	0.9	$1,043,940	$0	$387,093	$967,733	$939,547	$140,932	$1,738,161	59
62	Bike / Ped / Trail	Woodbine Rd Shared Use Path	US 90	Five Points	Santa Rosa	3.7	$1,043,940	$0	$1,591,383	$3,978,458	$3,862,581	$579,387	$7,145,774	60
63	Bike / Ped / Trail	Hamilton Bridge Road Shared Use Path	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	1.1	$1,043,940	$0	$473,114	$1,182,785	$1,148,335	$172,250	$2,124,419	61
64	Bike / Ped / Trail	Godwin Trail Connector Shared Use Path	Soundside Dr	Madura Rd	Santa Rosa	0.2	$1,043,940	$0	$86,021	$215,052	$208,788	$31,318	$386,258	62
65	Bike / Ped / Trail	Munson Highway Shared Use Path	East Gate Road	SR 4	Santa Rosa	15.0	$1,043,940	$0	$6,451,554	$16,128,884	$15,659,111	$2,348,867	$28,969,355	63
67	Bike / Ped / Trail	Canal Road Shared Use Path	Wilson Boulevard	Bay La Launch Avenue	Baldwin	2.1	$1,043,940	$0	complete	complete	$2,192,276	$375,000	$2,567,276	64
68	Bike / Ped / Trail	AL SR 180 (Canal Road) Shared Use Path	Wharf Parkway East	Spinnaker Way	Baldwin	0.6	$1,043,940	Included in [67]						65
69	Bike / Ped / Trail	W. Cervantes Corridor Improvement: Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	A St	Q Street	Escambia	1.1	$1,043,940	$0	$473,114	$1,182,785	$1,148,335	$172,250	$2,124,419	66
70	Bike / Ped / Trail	W. Gregory Street Shared Use Path	A Street	L Street	Escambia	0.7	$1,043,940	$0	$301,073	$752,681	$730,759	$109,614	$1,351,903	67
71	Bike / Ped / Trail	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP] [4409041]	Barrancas Ave	Clubbs St	Escambia	0.8	TIP	$0	underway	TIP	$2,548,048	TIP	$2,548,048	68

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
72	Bike / Ped / Trail	W. Main St - Downtown Pensacola Waterfront Connector Trail Phase 2 (Connects with Phase 1 FPID 4534762)	South Pace Blvd	Tarragona Street	Escambia	2.2	$1,043,940	$0	underway	$2,067,003	$2,296,670	$344,500	$4,708,173	69
73	Bike / Ped / Trail	SR 292 (Sorrento Road) Shared Use Path	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	$1,043,940	$0	$1,677,404	$4,193,510	$4,071,369	$610,705	$7,532,032	70
74	Bike / Ped / Trail	SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] [4534761]	S. Alcaniz Street	N. 14th Avenue	Escambia	1.0	$1,043,940	$0	$57,313	$0	$1,043,941	$156,591	$1,257,845	71
75	Bike / Ped / Trail	Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP] [4499171]	Multiple	Multiple	Escambia	0.9	TIP	$0	TIP	TIP	$1,696,633	TIP	$1,696,633	72
76	Bike / Ped / Trail	N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] [4517241]	E. Blount Street	E. Jordan Street	Escambia	0.5	TIP	$0	TIP	TIP	$886,720	TIP	$886,720	73
77	Bike / Ped / Trail	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] [4517242]	E. Cervantes Street	E. Blount Street	Escambia	0.5	TIP	$0	TIP	TIP	$918,634	TIP	$918,634	74
78	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 1 Perdido Key Drive	River Road	Gulf Beach Hwy	Escambia	0.6	$1,043,940	$0	$125,273	$313,182	$626,364	$93,955	$1,158,774	75
79	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 2 Gulf Beach Highway	Perdido Key Drive	Blue Angel Pkwy	Escambia	4.9	$1,043,940	$0	$1,023,062	$2,557,655	$5,115,310	$767,296	$9,463,323	76
80	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 3 Blue Angel Parkway	Gulf Beach Hwy	Dog Track Rd	Escambia	3.2	$1,043,940	$0	$668,122	$1,670,305	$3,340,610	$501,092	$6,180,129	77
81	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 4 Off Road	Dog Track Rd	Jones Swamp	Escambia	1.7	$1,043,940	$0	$354,940	$887,350	$1,774,699	$266,205	$3,283,194	78
82	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 5 Jones Swamp	Previous Segment	Fairfield Dr	Escambia	1.3	$1,043,940	$0	$271,425	$678,561	$1,357,123	$203,568	$2,510,677	79

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
83	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 6 Old Corry Field Rd / Lexington Terrace	Jones Swamp	Moreno Ct	Escambia	0.9	$1,043,940	$0	$187,909	$469,773	$939,547	$140,932	$1,738,161	80
84	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 7 Kincaid St / Barrancas Ave	Moreno Ct	Weis Ln	Escambia	1.5	$1,043,940	$0	$313,182	$782,956	$1,565,911	$234,887	$2,896,935	81
85	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 8 Barrancas Ave / Main St	Pace Blvd	I St	Escambia	1.5	$1,043,940	$0	$313,182	$782,956	$1,565,911	$234,887	$2,896,935	82
86	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 9 Main St	I St	A St	Escambia	0.7	$1,043,940	$0	$146,152	$365,379	$730,759	$109,614	$1,351,903	83
87	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 10 A St / Govt St / Alcaniz St	Main St	Bayfront Pkwy	Escambia	1.1	$1,043,940	$0	$229,667	$574,167	$1,148,335	$172,250	$2,124,419	84
88	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy [4554132]	Bridge	Gulf Islands National Seashore	Santa Rosa	1.9	$1,043,940	$0	$396,697	$991,744	$1,983,487	$297,523	$3,669,452	85
89	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 2 Multiple Roads	Gulf Breeze Pkwy	Godwin Trail Connector	Santa Rosa	4.4	$1,043,940	$0	$918,668	$2,296,670	$4,593,339	$689,001	$8,497,677	86
90	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 3 Multiple Roads	Godwin Trail Connector	E Bay Blvd	Santa Rosa	5.6	$1,043,940	$0	$1,169,214	$2,923,034	$5,846,068	$876,910	$10,815,226	87
92	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 6 US 98 Navarre Parkway	Highway 87	Navarre Beach Causeway	Santa Rosa	0.4	$1,043,940	$0	$83,515	$208,788	$417,576	$62,636	$772,516	88
93	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 5 SR 87	Montalban St	Navarre Pkwy	Santa Rosa	0.3	$1,043,940	$0	$62,636	$156,591	$313,182	$46,977	$579,387	89
94	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 7 US 98 Navarre Parkway	Navarre Beach Causeway	Santa Rosa County Line	Santa Rosa	3.9	$1,043,940	$0	$814,274	$2,035,684	$4,071,369	$610,705	$7,532,032	90

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
95	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (North) (SUNTrail)	Escambia / Santa Rosa County Line	Milton	Santa Rosa	14.1	$1,043,940	$0	$2,943,913	$7,359,782	$14,719,564	$2,207,935	$27,231,194	91
96	Bike / Ped / Trail	Escambia Bike Trail Corridor (South) [not SUNTrail]	US 98 / SR 173 Blue Angel Parkway	US 90	Escambia	13.6	$1,043,940	$0	$2,839,519	$7,098,797	$14,197,594	$2,129,639	$26,265,549	92
97	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 1 Cantonment to Bellview Recreational	Escambia County Line	US 29 Pensacola Blvd	Escambia	10.4	$1,043,940	$0	$2,171,397	$5,428,492	$10,856,983	$1,628,548	$20,085,419	93
98	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 2 Escambia Bike Trail	US 29 Pensacola Blvd	Scenic Hwy	Escambia	5.1	$1,043,940	$0	$1,064,820	$2,662,049	$5,324,098	$798,615	$9,849,581	94
99	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 1 Milton to Pensacola Scenic Bluffs	Scenic Hwy	Blackwater Heritage State Trail	Santa Rosa	13.4	$1,043,940	$0	$2,797,761	$6,994,403	$13,988,806	$2,098,321	$25,879,290	95
100	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 2 Milton to Long Leaf Trail	Blackwater Heritage State Trail	Old River Rd	Santa Rosa	0.6	$1,043,940	$0	$125,273	$313,182	$626,364	$93,955	$1,158,774	96
101	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 3 Milton to Long Leaf Trail	Lundy Ln	Old Spanish Trail	Santa Rosa	0.1	$1,043,940	$0	$20,879	$52,197	$104,394	$15,659	$193,129	97
102	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 4 US 90	9433 US Highway 90	County Line	Santa Rosa	9.1	$1,043,940	$0	$1,899,972	$4,749,930	$9,499,861	$1,424,979	$17,574,742	98
103	Bike / Ped / Trail	Garcon Trail to Bagdad Corridor (SUNTrail)	Blackwater Heritage Trail	Great NW Coastal Trail	Santa Rosa	20.1	$1,043,940	$0	$4,196,642	$10,491,604	$20,983,208	$3,147,481	$38,818,936	99
104	Bike / Ped / Trail	Cantonment to Bellview Loop (North)	US 90	US 90	Escambia	16.9	$1,043,940	$0	$3,528,520	$8,821,299	$17,642,598	$2,646,390	$32,638,807	100
105	Bike / Ped / Trail	Blackwater River State Forest Trail (SUNTrail)	Munson Highway	Munson Highway	Santa Rosa	14.1	$1,043,940	$0	$2,943,913	$7,359,782	$14,719,564	$2,207,935	$27,231,194	101
106	Bike / Ped / Trail	Cantonment to Bellview Loop (South)	US 90	US 90	Escambia	9.9	$1,043,940	$0	$2,067,003	$5,167,507	$10,335,013	$1,550,252	$19,119,774	102
107	Bike / Ped / Trail	Bluffline	Langley Avenue (Scenic Heights)	Jackson Lakes (West Pensacola)	Escambia	19.1	$1,043,940	EPA Grant funded	$2,990,890	$9,969,634	$19,939,268	$1,993,927	$34,893,719	103
108	Bike / Ped / Trail	Berryhill Road Shared-Use Path	Anderson Lane	Dogwood Drive (SR 89)	Santa Rosa	2.9	$1,043,940	$0	$605,486	$1,513,714	$3,027,428	$454,114	$5,600,742	104

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
109	Bike / Ped / Trail	Berryhill Road (CR 184A) Shared-Use Path	Anderson Lane	Chumuckla Highway	Santa Rosa	5.1	$1,043,940	$0	$1,064,820	$2,662,049	$5,324,098	$798,615	$9,849,581	105
110	Bike / Ped / Trail	Milton to Longleaf Corridor	US 90	US 90	Santa Rosa	12.2	$1,043,940	$0	$2,547,215	$6,368,038	$12,736,077	$1,910,412	$23,561,742	106
111	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 4 Hurricane Lake Road	Hurricane Lake Road	Indian Ford Road	Santa Rosa	15.2	$1,043,940	$0	$3,173,580	$7,933,949	$15,867,899	$2,380,185	$29,355,613	107
112	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 3 Dirt Road to SR 4	SR 4	Okaloosa County Line	Santa Rosa	6.7	$1,043,940	$0	$1,398,881	$3,497,201	$6,994,403	$1,049,160	$12,939,645	108
113	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 2 Dirt Road to SR 4	Dirt Road	SR 4	Santa Rosa	10.6	$1,043,940	$0	$2,213,154	$5,532,886	$11,065,772	$1,659,866	$20,471,678	109
114	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 1 Heritage Trail to Dirt Road	Heritage Trail	Dirt Road	Santa Rosa	8.7	$1,043,940	$0	$1,816,457	$4,541,142	$9,082,284	$1,362,343	$16,802,226	110
115	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Blackwater Heritage Trail	US 90 (Caroline St)	Santa Rosa	7.1	$1,043,940	$0	$1,482,396	$3,705,990	$7,411,979	$1,111,797	$13,712,161	111
116	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	US 90 (Caroline St)	Davis Hwy / Scenic Hwy	Santa Rosa	6.5	$1,043,940	$0	$1,357,123	$3,392,807	$6,785,615	$1,017,842	$12,553,387	112
117	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Davis Hwy / Scenic Hwy	Pensacola Bay Bridge	Escambia	11.3	$1,043,940	$0	$2,359,306	$5,898,265	$11,796,530	$1,769,480	$21,823,581	113
118	Bike / Ped / Trail	Whiting Field to Blackwater State Forest Trail Corridor	Milford Rd	SR 87A (E Gate Rd)	Santa Rosa	13.2	$1,043,940	$0	$2,756,004	$6,890,009	$13,780,018	$2,067,003	$25,493,032	114
119	Bike / Ped / Trail	Escambia Bike Trail Corridor	US 90 (W Nine Mile Rd)	SR 297 (Dog Track Rd)	Escambia	14.4	$1,043,940	$0	$3,006,549	$7,516,373	$15,032,746	$2,254,912	$27,810,581	115
120	Bike / Ped / Trail	Blackwater State Forest Connector Trail Corridor	Red Rock Rd / FNST Corridor	SR 87A (Langley St)	Santa Rosa	15.0	$1,043,940	$0	$3,131,822	$7,829,555	$15,659,111	$2,348,867	$28,969,355	116
121	Bike / Ped / Trail	Cantonment to Bellview Recreational Corridor	US 90 (9 Mile Rd)	SR 173 (N Blue Angel Parkway)	Escambia	6.1	$1,043,940	$0	$1,273,608	$3,184,019	$6,368,038	$955,206	$11,780,871	117
122	Bike / Ped / Trail	Escambia County SW Greenway Corridor	SR 297	SR 173 (S Blue Angel Pkwy)	Escambia	5.1	$1,043,940	$0	$1,064,820	$2,662,049	$5,324,098	$798,615	$9,849,581	118
124	Bike / Ped / Trail	FNST Corridor - Yellow River Ravines	Garner Landing Rd	Santa Gertrudas Dr	Santa Rosa	7.9	$1,043,940	$0	$1,649,426	$4,123,566	$8,247,132	$1,237,070	$15,257,194	119

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
125	Bike / Ped / Trail	FNST Corridor - Eglin West	Yellow River Boat Launch	Nelda Rd	Santa Rosa	13.4	$1,043,940	$0	$2,797,761	$6,994,403	$13,988,806	$2,098,321	$25,879,290	120
126	Bike / Ped / Trail	FNST Corridor - Yellow River	Santa Gertrudas Dr	SR 87	Santa Rosa	4.3	$1,043,940	$0	$897,789	$2,244,473	$4,488,945	$673,342	$8,304,548	121
127	Bike / Ped / Trail	FNST Corridor - SR 87	SR 184	Yellow River Boat Launch	Santa Rosa	2.2	$1,043,940	$0	$459,334	$1,148,335	$2,296,670	$344,500	$4,248,839	122
128	Bike / Ped / Trail	FNST Corridor - Blackwater River Side Trail	Miller Bluff Rd	Florida National Scenic Trail	Santa Rosa	2.8	$1,043,940	$0	$584,607	$1,461,517	$2,923,034	$438,455	$5,407,613	123
129	Bike / Ped / Trail	FNST Corridor - Miller Bluff Rd	Goodrange Dr	Dirt Trail	Santa Rosa	0.3	$1,043,940	$0	$62,636	$156,591	$313,182	$46,977	$579,387	124
130	Bike / Ped / Trail	FNST Corridor - Juniper Creek Trail	Red Rock Rd	Deaton Bridge Rd	Santa Rosa	7.7	$1,043,940	$0	$1,607,669	$4,019,172	$8,038,344	$1,205,752	$14,870,936	125
131	Bike / Ped / Trail	FNST Corridor	County Line Rd / SR 4 / County Line	Red Rock Rd	Santa Rosa	8.4	$1,043,940	$0	$1,753,820	$4,384,551	$8,769,102	$1,315,365	$16,222,839	126
132	Bike / Ped / Trail	FNST Corridor - SR 87	River Rd	Navarre Beach Causeway	Santa Rosa	3.4	$1,043,940	$0	$709,880	$1,774,699	$3,549,398	$532,410	$6,566,387	127
133	Bike / Ped / Trail	FNST Corridor - Navarre Causeway	US 98	Navarre Beach Boat Ramp Circle	Santa Rosa	1.3	$1,043,940	$0	$271,425	$678,561	$1,357,123	$203,568	$2,510,677	128
134	Bike / Ped / Trail	FNST Corridor - River Rd	Nelda Rd	SR 87	Santa Rosa	0.4	$1,043,940	$0	$83,515	$208,788	$417,576	$62,636	$772,516	129
135	Bike / Ped / Trail	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] [4466631]	West of Chemstrand Road	Cody Lane / Johnson Avenue	Escambia	1.7	$626,800	$0	complete	complete	$1,403,000	$210,450	$1,613,450	130
136	Bike / Ped / Trail	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] [4536051]	CR 292A Gulf Beach Hwy	SR 292 Sorrento Road	Escambia	1.6	$1,043,940	$0	$880,000	complete	$2,253,328	$337,999	$3,471,327	131
137	Bike / Ped / Trail	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 [4515721]	McClure Dr	Commercial District and East Side of the City	Santa Rosa	0.1	TIP	$0	underway	donated	$4,000,000	$680,000	$4,680,000	132
138	Bike / Ped / Trail	SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway)	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	TIP	$0	complete	complete	$3,862,634	$656,648	$4,519,282	133

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
		(MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] [4508142]												
139	Bike / Ped / Trail	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] [4552511]	North 65th Ave	North 57th Ave	Escambia	0.5	$626,800	$0	$251,000	$0	$313,400	$53,278	$617,678	134
140	Bike / Ped / Trail	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] [4534761]	Tarragona St	14th Avenue	Escambia	1.2	TIP	$0	$0	$0	$7,484,170	$1,122,625	$8,606,795	135
141	Bike / Ped / Trail	Soundview SUNTrail [FY-AL TPO FY26-30 TIP] [4554131, 4554132]	Shoreline Drive / US 98	Bob Sikes Bridge	Santa Rosa	2.3	$1,043,940	$0	$962,500	$2,160,957	$2,401,064	$360,160	$5,884,680	136
142	Bike / Ped / Trail	N. Palafox Complete Streets Sidewalks [4554131, 4554132]	US 29 Pensacola Blvd	Nine Mile Road	Escambia	4.8	$395,989	$0	complete	$1,881,743	$1,900,750	$285,113	$3,896,538	137
143	Bike / Ped / Trail	Williamsburg Multi-Use Trail	Multiple	Multiple	Santa Rosa	0.2	$1,043,940	$0	$295,792	$739,482	$1,478,964	$221,844	$2,736,082	138
144	Bike / Ped / Trail	McClure and Andrew Jackson Sidewalk	multiple	Multiple	Santa Rosa	0.6	$626,800	$0	$190,122	$475,306	$950,613	$142,591	$1,758,632	139
145	Bike / Ped / Trail	Reimagine Jackson - 12 ft Shared Use Path	Fairfield Dr (SR 727)	T Street	Escambia	4.2	$1,043,940	$0	$876,910	$2,192,276	$4,384,551	$657,683	$8,111,419	140
146	Bike / Ped / Trail	Nine Mile Rd Pedestrian Overpass	Rebel Rd	Beulah Middle School	Escambia	0.1	N/A	$0	$360,000	$0	$3,600,000	$540,000	$4,500,000	141
147	Bike / Ped / Trail	Guidy Lane Sidewalk	Greenbrier Blvd	Candlestick Dr	Escambia	0.4	$626,800	$0	$50,144	$125,360	$250,720	$37,608	$463,832	142
148	Bike / Ped / Trail	Pensacola Beach Shared Use Path	Toll Booth	Ft. Pickens Rd	Escambia	1.0	$1,043,940	$0	$208,788	$939,547	$1,043,941	$156,591	$2,348,867	143
149	Bike / Ped / Trail	AL SR 182 Shared Use Path	TPO Boundary	AL/FL State Line	Baldwin	7.4	$1,362,862	$1,998,000	$2,017,036	$9,984,327	$10,085,179	$1,512,777	$25,597,318	144
150	Bike / Ped / Trail	AL SR 182 (Perdido Beach Blvd) Pedestrian and Bicycle Safety Upgrades [FY-AL TPO FY26-30 TIP] [100079735]	Orange Beach City Limits	MP 13.75	Baldwin	3.9	TIP	TIP	TIP	TIP	$1,202,392	TIP	$1,202,392	145
151	Bike / Ped / Trail	E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] [4552411]	N. Hayne St	N. 12th Ave	Escambia	0.6	TIP	TIP	$150,000	TIP	$401,585	$60,238	$611,823	146
												Subtotal FL	**$1,017,875,429**	
												Subtotal AL	**$30,854,437**	
												Total	**$1,048,729,867**	

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
600	ECRC 7-Layer Cake	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1 [4515241]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	$28,267,459	N/A	$28,267,459	1
601	ECRC 7-Layer Cake	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [4125452]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	$179,333	N/A	$179,333	2
602	ECRC 7-Layer Cake	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [4515241]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	Incorporated in [600]	N/A	Incorporated in [600]	3
603	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-1, Rank 29	US 90 (W Cervantes St)	US 29 (SR 95)	Escambia	2.6	$150,000	$0	$0	$0	$0	$0	$150,000	4
604	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-2, Rank 49	US 98 (SR 30)	SR 295 (W Fairfield Dr)	Escambia	2.2	$150,000	$0	$0	$0	$0	$0	$150,000	5
605	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-3, Rank 195	SR 295 (E Fairfield Dr)	US 90 (9 Mile Rd)	Escambia	6.1	$150,000	$0	$0	$0	$0	$0	$150,000	6
606	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-4, Rank 186	US 29 (SR 95) N Palafox	N 12th Ave	Escambia	2.7	$150,000	$0	$0	$0	$0	$0	$150,000	7
607	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73	Diamond Diary Rd	Garden St	Escambia	6.7	$150,000	$0	$0	$0	$0	$0	$150,000	8
608	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-6, Rank 55	Millview Rd	Fairview Dr	Escambia	3.3	$150,000	$0	$0	$0	$0	$0	$150,000	9
609	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	Hyde Park Rd	Massachusetts Ave	Escambia	8.3	$150,000	$0	$0	$0	$0	$0	$150,000	10
610	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-8, Rank 150	US 29 (SR 95)	US 29 (SR 95)	Escambia	10.5	$150,000	$0	$0	$0	$0	$0	$150,000	11
611	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32	Hwy 297A	Chemstrand Rd	Escambia	4.4	$150,000	$0	$0	$0	$0	$0	$150,000	12
612	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network	SR 727	CR 453 (W St)	Escambia	4.0	$150,000	$0	$0	$0	$0	$0	$150,000	13

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
		Escambia-10, Rank 54												
613	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-11, Rank 34	SR 292	US 98 (SR 30)	Escambia	3.3	$150,000	$0	$0	$0	$0	$0	$150,000	14
614	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88	Dog Track Rd (CR 297)	Lemhurst Rd	Escambia	5.8	$150,000	$0	$0	$0	$0	$0	$150,000	15
615	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84	Bayfront Pkwy	Fairfield Dr	Escambia	3.1	$150,000	$0	$0	$0	$0	$0	$150,000	16
616	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236	US 90 / SR 10A / Mobile	Escambia Santa Rosa County Line	Escambia	13.8	$150,000	$0	$0	$0	$0	$0	$150,000	17
617	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-15, Rank 269	N W St	N 12th Ave / Tippin Ave	Escambia	3.7	$150,000	$0	$0	$0	$0	$0	$150,000	18
618	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-16, Rank 225	N End Bayou Grande	48080016 NB On	Escambia	5.2	$150,000	$0	$0	$0	$0	$0	$150,000	19
619	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-17, Rank 2	US 90 (SR 10A)	W Fairfield Dr	Escambia	1.7	$150,000	$0	$0	$0	$0	$0	$150,000	20
620	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-18, Rank 33	SR 173	Marlane Dr	Escambia	1.5	$150,000	$0	$0	$0	$0	$0	$150,000	21
621	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-19, Rank 46	US 90	US 29 (SR 95)	Escambia	3.1	$150,000	$0	$0	$0	$0	$0	$150,000	22
622	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-20, Rank 221	SR 297 (Pine Forest Rd)	US 29 (SR 95/ N Palafox St)	Escambia	3.0	$150,000	$0	$0	$0	$0	$0	$150,000	23
623	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-21, Rank 41	Klondike Rd	Pensacola Fairgrounds	Escambia	2.6	$150,000	$0	$0	$0	$0	$0	$150,000	24
624	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-22, Rank 45	E Wright St	E Fairfield Dr	Escambia	2.3	$150,000	$0	$0	$0	$0	$0	$150,000	25
625	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-23, Rank 175	SR 291 (N Davis Hwy)	US 90A (SR 10 E Nine Mile Rd)	Escambia	1.5	$150,000	$0	$0	$0	$0	$0	$150,000	26
626	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-24, Rank 37	E Blount St	SR 196 (E Main St)	Escambia	1.4	$150,000	$0	$0	$0	$0	$0	$150,000	27

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
627	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-25, Rank 170	Lillian Hwy	US 90 (SR 10A Mobile Hwy)	Escambia	2.9	$150,000	$0	$0	$0	$0	$0	$150,000	28
628	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106	Pace Ln	SR 87 (Stewart St)	Santa Rosa	4.8	$150,000	$0	$0	$0	$0	$0	$150,000	29
629	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	SR 87	Santa Rosa Okaloosa County Line	Santa Rosa	4.4	$150,000	$0	$0	$0	$0	$0	$150,000	30
630	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-3, Rank 86	US 90 (SR 10)	Chumuckla Hwy	Santa Rosa	3.7	$150,000	$0	$0	$0	$0	$0	$150,000	31
631	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40	Farrington Rd	US 90 (SR 10)	Santa Rosa	4.1	$150,000	$0	$0	$0	$0	$0	$150,000	32
632	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 1	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	33
633	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 2	SR 297 / Pine Forest Rd	SR 297 / Pine Forest Rd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	34
634	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 3	US 90 / SR 10A / Mobile Hwy	US 90 / SR 10A / Mobile Hwy	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	35
635	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 4	SR 173 / S Blue Angel Pkwy	SR 173 / S Blue Angel Pkwy	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	36
636	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 5	US 29 / SR 95	US 29 / SR 95	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	37
637	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 6	SR 295 / W Fairfield Dr	SR 295 / W Fairfield Dr	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	38
638	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 7	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	39

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
639	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 8	US 29 / SR 95 / Pensacola Blvd	US 29 / SR 95 / Pensacola Blvd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	40
640	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 9	SR 296 / W Michigan Ave	SR 296 / W Michigan Ave	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	41
641	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 10	US 90 / SR 10A / E Cervantes St	US 90 / SR 10A / E Cervantes St	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	42
642	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 1	SR 87	SR 87	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	43
643	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 2	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	44
644	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 3	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	45
645	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 4	US 90 / SR 10 / SR 87	US 90 / SR 10 / SR 87	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	46
646	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 5	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	47
647	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	48
648	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	49
649	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 8	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	50

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
650	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9	SR 87	SR 87	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	51
651	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 10	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000	52
652	ECRC 7-Layer Cake	USDOT Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant [4564131]*	Multiple	Multiple	Escambia	4.5	$12,500,000	$0	$0	$0	$0	$0	$12,500,000	53
653	ECRC 7-Layer Cake	ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [4177362]	Multiple	Multiple	Escambia / Santa Rosa	56.0	$0	$0	$0	$0	$0	$0	$2,390,371	54
654	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP] [4515242]	Multiple	Multiple	Escambia	5.0	$0	$0	$179,333	$0	$0	$0	$179,333	55
655	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP] [4515243]	Multiple	Multiple	Santa Rosa	16.3	$0	$0	$357,667	$0	$0	$0	$357,667	56
656	ECRC 7-Layer Cake	EV Charging Station at Fricker Community Center [Smart Regions Master Plan]	F Street	F Street	Escambia	1.0	$0	$0	$500,000	$0	$2,500,000	$0	$3,000,000	57
657	ECRC 7-Layer Cake	EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan]	SR 291 (N. Davis Highway)	SR 291 (N. Davis Highway)	Escambia	1.0	$0	$0	$500,000	$0	$2,500,000	$0	$3,000,000	58
658	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [4280586]	Multiple	Multiple	Escambia / Santa Rosa	32.6	$0	$0	$0.00	$0	$1,500,000	$0	$1,500,000	59
												Subtotal FL	**$61,385,265**	
												Subtotal AL	**$0**	
												Total	**$61,385,265**	

* On September 5, 2024, ECRC was awarded a $10 million grant from USDOT as part of the National Roadway Safety Strategy to reduce traffic fatalities, with $2.5M Local Funds.

Illustrative Projects							
Map ID	**Project Type**	**Project Name**	**From**	**To**	**County**	**Length (mile)**	Project count
700	Illustrative	US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	7	1
701	Illustrative	AL Cross Island Connector (Foley Beach Ext.) Provide 4 Lanes of Capacity, New Roadway	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	2.1	2
702	Illustrative	AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	5.9	3
703	Illustrative	Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)	CR 91 to CR 99 (Lillain Loop)	Baldwin	6	4

APPENDIX H – PURPOSE AND NEED STATEMENTS

Notes:

- Due to the iterative nature of the development of Needs Plan projects over a period of several months, the Needs Plan identification Map (ID) numbering is not necessarily sequential and/or continuous within each project category range. This is intentional in order to minimize the re-numbering and re-mapping of all projects when modifications, additions, or deletions occur.

- Where possible, Purpose and Need Statements are grouped by roadway network or corridor.

- The Map ID number ties to the *Dashboard*, which was developed as an interactive innovative visualization tool to assist the ECRC, TPO, Steering Committee, military, local governments and the public in developing the Needs Plan and providing consistency with local government comprehensive plans, DOT work programs, and other adopted planning products.

- Purpose and Need Statements are developed *only for capacity projects* in accordance with the Scope of Services and are broadly intended to be further developed and carried forward into the next phase of project development such as the Efficient Transportation Decision Making (ETDM) and/or National Environmental Policy Act (NEPA) process as one way to enhance the linkage between Planning and Environmental Linkages (PEL) and to further the purposes of Planning Consistency.

- Capacity projects include Seven-Layer Cake (Technology) projects, Intersection Projects, and Corridor Management Projects. Projects are grouped by corridor and/or similar purpose / need and generally follow this order:
    - Seven-Layer Cake Projects [Map ID range 600-699]
    - Capacity Projects [Map ID range 200 - 399]
    - Intersection Projects [Map ID range 800- 899]
    - Corridor Management Projects [Map ID range 400-499]

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ECRC Seven-Layer Cake Projects

Seven-Layer Cake is the ECRC recipe for Safety and Technology.

Each layer is an ingredient supporting the Transportation Management Center (#1 Non-SIS FL-AL Priority).

These projects are listed first because of their association with the #1 Non-SIS Priority and emphasis on safety.



MAP ID 600, 601, 602, 653, 654, 655, 658

PROJECT NAME

Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [600]; Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [601]; Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [602]; ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [653]; ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP] [654]; ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP] [655]; and ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [658]

PURPOSE

To provide an integrated Advanced Traffic Management System (ATMS) and fiber deployment across Santa Rosa and Escambia Counties in accordance with the ATMS System Plan.

IMPROVEMENT

Develop the Regional Traffic Management Center and on-system Regional Advanced Traffic Management System. Includes ATMS network and facility and fiber connections.

REGIONAL CONNECTIVITY

Provides inter-county connectivity between Escambia and Santa Rosa Counties.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

N/A

TRANSIT

N/A

MAP ID 652

PROJECT NAME
USDOT Safe Streets and Road for All (SS4A) Planning and Demonstration Grant to ECRC

PURPOSE
The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program, with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. On September 5, 2024, ECRC was awarded a $10M USDOT grant as part of the National Roadway Safety Strategy to reduce traffic fatalities. As a recipient of an SS4A Planning and Demonstration grant, ECRC, in partnership with Escambia County, will deploy innovative technological improvements and evaluate the safety impact of Intelligent Transportation System (ITS) improvements on two of Pensacola's highest crash rate segments, Fairfield Dr and Pensacola Blvd. These two corridors have been identified through the Emerald Coast Safety Action Plan, having critical issues such as low lighting, bicycle and pedestrian incidents, and left-turn crashes. Along Fairfield Drive, from Mobile Highway to Texar Drive, nearly 2,000 crashes were reported from January 1, 2019, through December 31, 2023, including five fatal and 39 serious injury cases. Crashes represented approximately 22% of overall crashes but more than 40% of fatal and serious injury crashes. Similarly, Pensacola Boulevard, from W Street to Brent Lane, reported more than 550 crashes in that same timeframe, including one fatal and eight serious injury crashes. However, this segment presented different obstacles, specifically for pedestrians. Future phases include design ($900K) and construction ($11.2M).

IMPROVEMENT
Intelligent Transportation System improvements on Fairfield Drive and Pensacola Boulevard, consistent with the Emerald Coast Safety Action Plan.

REGIONAL CONNECTIVITY
Provides inter-county connectivity between Escambia and Santa Rosa Counties.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
N/A

TRANSIT
N/A

MAP ID 603 - 651

PROJECT NAME
Safe Streets and Roads for All (SS4A) Safety Action Plan Implementation: High Injury Network

PURPOSE
The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program, with $5 billion in appropriated funds over 5 years (2022-2026). The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. As a recipient of an SS4A grant, ECRC produced a Safety Action Plan (December 2024). The Safety Action Plan guides the ECRC and the TPO regions in achieving the target of zero fatalities and serious injuries. The Safety Action Plan has included robust engagement with the public and relevant stakeholders, including the private sector and community groups, allowing for community representation and feedback. Information received from engagement and collaboration was analyzed and incorporated into the plan. Overlapping jurisdictions were included in the process. Plans and processes were coordinated and aligned with other governmental plans and planning processes to the extent practical.

IMPROVEMENT
This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area. The Needs Plan includes the Tier 1 High Injury Network, both roadway segments, and intersections, as prioritized for Escambia County and Santa Rosa County FL.

REGIONAL CONNECTIVITY
This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

TRANSIT
N/A

MAP ID 657 - 658

PROJECT NAME

EV Charging Station at Fricker Community Center [Smart Regions Master Plan] [657]
EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan] [658]

PURPOSE

ECRC developed the Smart Regions Master Plan (February 2025) to leverage smart technologies to enhance the quality of life of residents and visitors and to outline a roadmap for the deployment of smart region technologies and to identify a set of strategies and tactics to be implemented. Electric Vehicle (EV) charging is identified as a need in the National Electric Vehicle Infrastructure (NEVI) program is a part of the Infrastructure Investment and Jobs Act (IIJA) and incorporated into the Smart Regional Master Plan.

IMPROVEMENT

The need for public electric vehicle charging stations in the Emerald Coast community was examined via the following process: Identify and map existing public charging stations; Identify and map indicators of community need, such as historically disadvantaged communities or multifamily housing communities; Identify areas with a lack of public charging stations and high indicators of community need as priority areas for public charger deployment; and Within those priority areas, identify possible sites for public charger deployment. The following sites were then identified as possible public EV charging sites within the priority areas at: Fricker Community Center: 900 N F Street, Pensacola; and Grocery Advantage Shopping Center: 8084 N Davis Highway, Pensacola.

REGIONAL CONNECTIVITY

This EV Charging Stations are needed to provide public access the EV network.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

The Smart Regions Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

TRANSIT

N/A

Capacity Projects

Capacity Projects include both Non-Strategic Intermodal System (Non-SIS) Projects and SIS Projects, including the current Transportation Improvement Program (TIP) [FY25-29 and FY 26-30], and deficiency needs developed by the Northwest Florida Regional Planning Model, and the Baldwin County Transportation Model for the Orange Beach and Lillian Areas. Deficiencies based on volume-to-capacity (v/c) ratio [ratio over 1.0 is congested].

Capacity projects include Intersection Projects where the intersections are part of a roadway network such as along I-10.

MAP ID 200

PROJECT NAME
US 90 - Provide 4 Lanes of Capacity

PURPOSE
Address the future demand and connection to US 90 (Baldwin County, AL) from Seminole, AL.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project segment provides access through the Florida / Alabama State Line to Baldwin County, AL and Browns Landing Road.

PARALLEL FACILITIES
There are no parallel facilities to the project segment.

BICYCLES AND PEDESTRIANS
The planned project will evaluate the need for multi-modal connectivity along the US 90 corridor extending into Alabama.

TRANSIT
No transit needs are identified along this corridor

MAP ID 201, 242, 229

PROJECT NAME
US 98 (AL) - Provide 4 Lanes of Capacity [201]
US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity (FL and AL) [242]
US 98 East end of Lillian Bridge to CR 297 (Dog Track Road) [229]

PURPOSE
Provide travelers with alternative routes to access Florida and/or Alabama, add additional roadway capacity, and reduce traffic congestion.

IMPROVEMENT
Provide four lanes of capacity on US 98 extending from west Escambia County into Baldwin County over Perdido River and Bay.

REGIONAL CONNECTIVITY
This project segment provides crossing over Perdido Bay from Lillian, AL between Baldwin County, AL and Escambia County, FL. The bridge spans the state line.

PARALLEL FACILITIES
The project segment has no parallel facilities.

BICYCLES AND PEDESTRIANS
The planned project will evaluate the need for enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT
No transit needs are identified along this corridor.

MAP ID 203

PROJECT NAME
SR 742 (W. Burgess Road) – US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road

PURPOSE
The purpose of this project is to extend/realign Burgess Road to provide for a more direct east- west connector through town. This east-west connection would provide much needed congestion relief for parallel facilities. Currently, Burgess Road between US 29 and I-110 contains multiple turns and it runs through a residential area. As an east-west connector, it is pertinent that the route is realigned so as to make the path of travel safer and more efficient. FDOT project FPID 218429- 1; right-of-way funding in FY 20/21.

IMPROVEMENT
Realign/provide four lanes of capacity. Widening SR742/Burgess Road from its current 2-lane undivided typical section to provide a 4-lane divided typical section with median, sidewalks, bike lanes, and stormwater management facilities between US 29 and I-110.

REGIONAL CONNECTIVITY
This segment of Burgess Road is a connector between northwest Escambia County and northeast Escambia County. The western terminus of Burgess Road is US 29, which is a north-south corridor and an evacuation route. The eastern terminus of Burgess Road is at Creighton Road. Davis Highway and I-110 are also part of the emergency evacuation route network. The road network encompassing I-10, to Pensacola Boulevard/US 29, to West Burgess Road, to the entrance of the Pensacola Greyhound Bus Terminal is identified as an Emerging SIS Intermodal Road Connector).

PARALLEL FACILITIES
This project would provide relief to Airport Boulevard and Olive Road.

BICYCLES AND PEDESTRIANS
This project will include pedestrian facilities as deemed feasible by FDOT.

TRANSIT
ECAT does not have a route on this segment of Burgess Road however ECAT does provide service on US 29, Palafox Street, and Davis Highway.

MAP ID 217, 204, 239, 146, 240

PROJECT NAME
US 90 (Mobile Highway) – Florida / Alabama State Line to Mobile Highway/ US 90 [217];
US 90A (West Nine Mile Road) – US 90 (Mobile Highway) to SR 99 (Beulah Road) [204];
US 90A (West Nine Mile Road) – SR 99 (Beulah Road) to SR 297 (Pine Forest Road) [239];
US 90A (West Nine Mile Road) - Nine Mile Road Pedestrian Overpass [146]
US 90A (West Nine Mile Road) – SR 297 (Pine Forest Road) to US 29 [240].

PURPOSE
The proposed capacity improvement identified in the 2040 Long Range Transportation Plan is based upon the continued development in the central western portion of Escambia County, further evaluated in the Escambia County Beulah Master Plan. Increase capacity to address operational deficiencies, congestion and delays along Nine Mile Road in the vicinity of Navy Federal Credit Union, consistent with FPID 218605-5; 218605-3; 218605-4; 218605-8; and 218605-9.

IMPROVEMENT
Provide four to six lanes of capacity. Four lanes of capacity are identified in ID 217 to the state line. Six lanes of capacity are identified from east of ID 217 to US 29.

REGIONAL CONNECTIVITY
The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia to the I-10, and to US 29 as primary north/south access in Escambia County.

PARALLEL FACILITIES
This proposed improvement provides additional east/west capacity and is a local parallel to I-10 and US 90.

BICYCLES AND PEDESTRIANS
The planned widening will improve bicycle and sidewalk facilities on the corridor. There are currently discontinuous shoulder facilities.

TRANSIT
Escambia County Area Transit does not serve this corridor, however, express transit to Navy Federal is proposed as ID 906.

MAP ID 205, 206, 207

PROJECT NAME
US 90A (East Nine Mile Road) – US 29 (SR 95) to University Parkway [205];
US 90A (East Nine Mile Road) – University Parkway to Davis Highway (SR 291) [206]
US 90A (East Nine Mile Road) - SR 291 (Davis Highway) to US 90 (Scenic Highway) [207]

PURPOSE
The proposed improvement was identified in the 2035 Long Range Transportation Plan based on evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia and Santa Rosa counties. The facility connects destinations in Alabama with the Pine Forest and University Parkway growth centers. Future deficiency is identified with the 2050 model between US 29 and Scenic Highway.

IMPROVEMENT
Provide six lanes of capacity.

REGIONAL CONNECTIVITY
This project connects the University of West Florida from University Parkway to US 29. This project segment also connects to roadways that John R. Jones Jr. Athletic Park.

PARALLEL FACILITIES
To the north of the project segment is E Ten Mile Road and Greenbrier Boulevard with connections in University of West Florida and Pensacola Boulevard.

BICYCLES AND PEDESTRIANS
The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT
ECAT Route 43 runs along this project segment from N Davis Highway west to University Parkway. ECAT Route 50 runs along the project segment from Pensacola Boulevard to Chemstrand Road.

MAP ID 208, 811

PROJECT NAME
SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange [208]; I-10 @ SR 289 (Ninth Avenue) to I-10 @ SR 289 (Ninth Avenue) [811]

PURPOSE
Add additional roadway capacity and relieve traffic congestion. Capacity needed only if new I-10 / Ninth Avenue Interchange is needed. Interchange is SIS Unfunded Need 2634.

IMPROVEMENT
Provide six lanes of capacity with I-10 at Ninth Avenue interchange [SIS Unfunded Need 2634].

REGIONAL CONNECTIVITY
Ninth Avenue/SR 289 is a north-south minor arterial. Part of this project would include an interchange at I-10. It would provide important regional access with its connections to I-10 and Pensacola Regional Airport. The I-10/Ninth Avenue interchange is identified in the Interstate Master Plan but cannot be constructed until Ninth Avenue is widened for additional capacity. Also, the Pensacola Airport Surface Access Conditions Report states that intermodal connectivity between I-10 and the airport relies heavily on the Ninth Avenue interchange.

PARALLEL FACILITIES
The widening of the facility from four to six lanes is also intended to provide relief to Davis Highway and Scenic Highway.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit Routes 5 and 9 serve this corridor.

MAP ID 209

PROJECT NAME
SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge – South End of the ICWW Bridge to CR 292A (Gulf Beach Highway) and SR 297 (Innerarity Point Road)

PURPOSE
Add roadway capacity, reduce traffic congestion, and increase intermodal facilities.

IMPROVEMENT
Provide four lanes of capacity and Theo Baars bridge replacement when Deficient.

REGIONAL CONNECTIVITY
Perdido Key Drive extends from the state of Alabama into the state of Florida (though it is named Perdido Beach Boulevard in Alabama). It is located primarily on Perdido Key and is an east-west facility on the island. However, it turns in a north-south direction and intersects Gulf Beach Highway/Innerarity Point Road.

PARALLEL FACILITIES
Given its unique geographic location, no other roads are considered true parallel facilities to Perdido Key Drive.

BICYCLES AND PEDESTRIANS
Bicycle lanes are currently present on this segment of Perdido Key Drive. The widening improvement will also include bicycle facilities and will add sidewalks.

TRANSIT
Perdido Key Drive is not currently served by Escambia County Area Transit, although express seasonal ECTA transit is proposed connecting to BRATS / Orange Beach (ID 1002).

MAP ID 210, 211, 212

PROJECT NAME
SR 292 Sorrento Rd – SR 297 to SR 173 (S. Blue Angel Parkway) [210]
SR 292 (Sorrento Rd / Gulf Beach Hwy from SR 173 (S. Blue Angel Parkway) to Fairfield [211]
SR 292 (Gulf Beach Highway) – SR 272 (Fairfield Drive) to SR 295 (Navy Boulevard) [212]

PURPOSE
The purpose of this project is to provide additional roadway capacity. [MIRR 5.5.6]

IMPROVEMENT
Provide four lanes of capacity, consistent with FPID 421011-2, FPID 218493-2, and -3. [218493-2: S. Fairfield Dr. to Navy Blvd; and 218493-3 Blue Angel Pkwy to S. Fairfield Dr.]

REGIONAL CONNECTIVITY
This section of Sorrento Road/SR 292 is generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road. SR 292 connects the Navy Point neighborhood and the Pleasant Grove area by a major roadway. SR 292 also connects to other major roadways such as S Blue Angel Parkway, Gulf Beach Highway, and Fairfield Drive.

PARALLEL FACILITIES
This section of Sorrento Road/SR 292 is generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road.

BICYCLES AND PEDESTRIANS
Bicycle lanes are not currently present on the majority of this segment. The widening improvement will include the addition of bicycle facilities and sidewalks. There are pedestrian facilities along the project segment from Fairfield Drive to Decatur Avenue. Pedestrian facilities are then located along the project segment from Patton Drive to SR 295 (Navy Boulevard). There are no bicycle facilities along the project segment. Bike / Ped improvements are proposed in PD&E study.

TRANSIT
All of Sorrento Road is currently not served by Escambia County Area Transit. ECAT Route 55 travels along the project segment from South Fairfield Drive to South Navy Boulevard.

MAP ID 213, 214, 224

PROJECT NAME
SR 727 (W. Fairfield Drive) – US 90 (Mobile Highway) to SR 298 (Lillian Highway) [213]
SR 727 (N. Fairfield Drive) - SR 298 (Lillian Hwy) to US 98 [214]
SR 727 (S. Fairfield Drive) – US 98 to SR 292 (Gulf Beach Highway) [224]

PURPOSE
Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
Fairfield Drive is situated in a north-south direction to the south of SR 298/Lillian Highway and in an east-west direction to the north. SR 295/Navy Boulevard/New Warrington Road and SR 173/Blue Angel Parkway are north/south parallel facilities that also connect to US 98. This project segment connects neighborhoods in West Pensacola and Myrtle Grove to Lillian Highway, which provides direct access to Millview. This project segment also provides connection to US 90.

PARALLEL FACILITIES
Lillian Highway to the south provides west/east travel to US 90 and into Millview. N Blue Angel Parkway to the west (approximately 1.5 miles) provides south/north connections from US 98 to SR 298.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle lanes and pedestrian facilities along the project segment; consistent bike / ped facilities need to be provided in the typical section.

TRANSIT
Continuous ECAT service along the corridor is not provided. ECAT Route 1 runs along the project segment. ECAT Route 2 travels along the project segment from Jackson Street to Lillian Highway. ECAT Route 55 runs from Gulf Beach Highway to Eliasberg Street.

MAP ID 215, 216

PROJECT NAME
US 29 Connector West Bypass [Segment 2] US 29 (SR 95) to Muscogee Road [215]
US 29 Connector West Bypass [Segment 1] Muscogee Road to I-10 New Interchange [216]

PURPOSE
Add additional roadway capacity and relieve traffic congestion based on the Escambia County Sector Plan to address projected growth in Central Escambia County.

IMPROVEMENT
Provide four lanes of new capacity.

REGIONAL CONNECTIVITY
This project connects W Nine Mile Road and N Highway 29

PARALLEL FACILITIES
This project segment provides an alternative to N Highway 29, which would be the parallel facility to this project.

BICYCLES AND PEDESTRIANS
Bike / ped facilities would be incorporated into the typical section.

TRANSIT
ECAT does not have plans to service this area.

MAP ID 218, 230

PROJECT NAME
SR 296 (Saufley Field Road) – SR 173 (N. Blue Angel Parkway) to Saufley Field Entrance [218]
SR 296 (Saufley Field Road) - US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway) [230]

PURPOSE
The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as provide access management improvements to the entrance of Saufley Field.

IMPROVEMENT
Provide four lanes of capacity and access improvements to Saufley Field.

REGIONAL CONNECTIVITY
The project segment connects the Navy Outlying Field Saufley to North Blue Angel Parkway to the east, which is a major roadway. The project segment also leads into the Bellview neighborhood and to US 90 to the east.

PARALLEL FACILITIES
Bellview Avenue to the north of the project segment connects to East Fence Road adjacent to Saufley Field and North Blue Angel Parkway.

BICYCLES AND PEDESTRIANS
There are currently limited bicycle or pedestrian facilities along the project segment such as shoulder bike lanes. Bike / ped facilities will be included in the typical section.

TRANSIT
Currently, ECAT Route 63 utilizes the project segment.

MAP ID 219

PROJECT NAME
CR 453 (North W. Street) from SR 295 (Fairfield Drive) to SR 750 (W. Airport Blvd)

PURPOSE
Add additional roadway capacity and reduce traffic congestion. Project need originates from 2050 Northwest FL Regional Planning Model update to correct deficiency.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project segment connects Beverly Parkway to West Airport Boulevard, which are two major roadways. The Brent Athletic Complex / Football Field is directly adjacent to the project segment.

PARALLEL FACILITIES
North Old Palafox Highway runs south/north approximately 0.6 miles to the west of the project segment from Beverly Parkway to West Airport Boulevard.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along both sides of the project segment from Beverly Parkway until Van Pelt Lane. There are no bicycle facilities along the project segment, but bike / ped facilities would be incorporated into the typical section.

TRANSIT
There are currently no ECAT routes along the project segment but intersects with ECAT Route 63 on W. Michigan Ave / Beverly Parkway.

MAP ID 242, 229, 222, 221, 220, 802

PROJECT NAME
US 98 [Lillian Hwy] from East End of Lillian Bridge to West End of Lillian Bridge [242];
US 98 East end of Lillian Bridge to CR 297 (Dog Track Road) / US 98 (Lillian Hwy) [229];
US 98 CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy) to SR 173 (S. Blue Angel Parkway) [222];
US 98 SR 173 (N. Blue Angel Parkway) to SR 727 (S. Fairfield Dr) [221];
US 98 SR 727 (S. Fairfield Dr) to SR 295 (N. Navy Blvd) [220]; and
US 98 at SR 295 (Navy Blvd) Intersection Improvements [802]

PURPOSE
The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as improve access along US 98 from the Alabama State Line to Navy Boulevard.

IMPROVEMENT
Provide four lanes capacity from the state line to SR 173, and six lanes of capacity from SR 173 to Navy Boulevard. Provide access improvements to Corry Station at Navy Exchange Road and intersection improvement at US 98 and Navy Boulevard.

REGIONAL CONNECTIVITY
This project segment provides additional connectivity to Corry Station at Navy Exchange Road, as well as connecting South Fairfield Drive to the Warrington neighborhoods, and linking to Blue Angel Parkway, Lillian Highway, and Dog Track Road. This project segment connects North Blue Angel Parkway and South Fairfield Drive which are two major roadways in the area. The project segment also connects to side streets and neighborhoods.

PARALLEL FACILITIES
Chiefs Way to the north of the project segment runs west/east through Corry Station from S 72nd Avenue to SR 295 but does not connect to S Fairfield Drive. Further north, West Jackson Street runs parallel to the project segment and connects South Fairfield Drive to N New Warrington Road but does not connect to Corry Station. Additional facilities include Fairfield Drive, Blue Angel Parkway, Lillian Highway, and Dog Track Road.

BICYCLES AND PEDESTRIANS
Proposed improvements would need to add bicycle / pedestrian facilities.

TRANSIT
ECAT Routes 57, 58, 59A, 59X utilize portions the project segment at Navy Exchange Road.
ECAT Route 58 services to the west.

MAP ID 223

PROJECT NAME
SR 295 (North New Warrington Road) – US 98 to US 90 (Mobile Highway)

PURPOSE
The purpose of the project is to add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT
Provide six lanes of capacity.

REGIONAL CONNECTIVITY
This project segment connects two major roadways, US 98 and US 90 (Mobile Highway)

PARALLEL FACILITIES
Approximately two miles to the east, North Pace Boulevard runs parallel to SR 295 (North New Warrington Road) and connects US 98 and US 90 (West Cervantes Street).

BICYCLES AND PEDESTRIANS
There are currently some pedestrian facilities on the east side of the project segment and through roadway intersections. There are no bicycle facilities along the project segment.

TRANSIT
ECAT Route 59A utilizes the project segment along North New Warrington Road.

MAP ID 225

PROJECT NAME
US 90 (Mobile Highway) – SR 295 (New Warrington Road) to SR 173

PURPOSE
Add additional roadway capacity and reduce traffic congestion. The need to widen US 90 is based on the continued development in the western portion of Escambia County. US 90 connects Alabama with Escambia County and the City of Pensacola. It continues east into Santa Rosa County and parallels I-10.

IMPROVEMENT
Provide six lanes of capacity. Additional capacity not indicated by Northwest FL Regional Planning model beyond SR 173.

REGIONAL CONNECTIVITY
The project segment connects the Bellview neighborhood and other neighborhood side streets to major roadways from SR 295 (New Warrington Road) to SR 297 (Pine Forest Road).

PARALLEL FACILITIES
North Palafox Street and North Old Palafox Highway run parallel to the project segment from West Fairfield Drive to I-10.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along portions of the project segment, but there are many network gaps between them. There are no bicycle facilities along the project segment.

TRANSIT
ECAT Routes 1 and 47 currently utilize the project segment. ECAT Route 63 utilizes the project segment through the West Michigan Avenue intersection.

MAP ID 228, 227, 226

PROJECT NAME
SR 298 (Lillian Hwy) - CR 297 (Dog Track Rd) / US 98 to SR 173 (N. Blue Angel Pkwy) [228];
SR 298 (Lillian Hwy) - SR 173 (N. Blue Angel) to SR 295 (N New Warrington Rd) [227];
SR 298 (Lillian Hwy) - SR 295 (N New Warrington Rd) to US 98 / US 90 (Mobile Hwy) [226].

PURPOSE
Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
These project segments connect two major roadways, SR 295 and US 90 with side streets that enter into neighborhoods, such as Myrtle Grove. These segments connect SR 173 (North Blue Angel Parkway) through the Myrtle Grove community to SR 295 (North New Warrington Road), West Fairfield Drive to the north of the project, and Lillian Highway to US 98 and North Blue Angel Parkway, eventually leading to either the Lillian Bridge or into the Myrtle Grove community.

PARALLEL FACILITIES
There are no facilities that run parallel in the way the project segment does from SR 295 to US 98 / US 90.

BICYCLES AND PEDESTRIANS
There is a small portion of shoulder bicycle lane next to SR 295 along the project segment, but otherwise there are no bicycle or pedestrian facilities along the project segment. Bike / ped facilities need to be incorporated into the typical section.

TRANSIT
ECAT Route 2 utilizes a portion of the project segment.

MAP ID 231

PROJECT NAME
SR 292 (Gulf Beach Highway) at NAS West Gate

PURPOSE
Add additional roadway capacity, relieve roadway congestion; add an alternate route to Naval Air Station (NAS) Pensacola including truck and access improvements at NAS West Gate to create a dedicated truck entrance lane along SR 292 (Gulf Beach Highway) at West Gate, add signals and signage, allow for ease of travel, and reduce congestion, consistent with 421012-1.

IMPROVEMENT
Provide NAS West Gate truck and access improvements.

REGIONAL CONNECTIVITY
This project segment connects two major roadways, US 98 and SR 292, and links north to I-10 via Pine Forest Road as a SIS Military Access corridor. SIS Military Access Facility designation Oct 7, 2016. Dog Track Road intersects with this project segment creating connections for the neighborhoods and side streets in the area. This project segment connects two major roadways, US 98 and SR 296 with the Bellview community. This project segment provides connections with other roadways into the Myrtle Grove and community and connects to Saufley Field.

PARALLEL FACILITIES
Fairfield Drive runs parallel from south/north to the east of the project segment.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor to accommodate the SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT
There is no ECAT route along the project segment.

MAP ID 232

PROJECT NAME
Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)

PURPOSE
The purpose of the project is to add commercial truck parking on the north side of I-10 and the west side of US 29 as part of the FDOT Freight Mobility Plan.

IMPROVEMENT
Provide commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan).

REGIONAL CONNECTIVITY
The project allows trucks to travel throughout the region and be able to park safely in between trips.

PARALLEL FACILITIES
There are no facilities parallel to the project.

BICYCLES AND PEDESTRIANS
There are no bicycle or pedestrian facilities surrounding the project location area.

TRANSIT
Not applicable for truck parking.

MAP ID 233

PROJECT NAME
Greenbrier Boulevard Extension – Chemstrand Road to Campus Drive on University of West Florida (UWF)

PURPOSE
The purpose of the project is to add additional roadway capacity, reduce traffic congestion, and extend the roadway to the University of West Florida (UWF) consistent with the UWF Campus Master Plan.

IMPROVEMENT
Provide two lanes of capacity and road extension.

REGIONAL CONNECTIVITY
This project segment would provide a west/east entrance and exit out of UWF, which the campus currently does not have.

PARALLEL FACILITIES
East Nine Mile Road to the south runs parallel to the project segment, from Guidy Lane to University Parkway. University Parkway leads into UWF. There is no other west/east connection into UWF.

BICYCLES AND PEDESTRIANS
There are currently no bicycle facilities along the project segment. However, there are some sidewalk facilities along the southern side of the project segment.

TRANSIT
There is currently no ECAT Route along Greenbrier Boulevard.

MAP ID 234, 250, 251, 252, 253, 261, 262, 263, 267

PROJECT NAME
US 90 Scenic Highway to Escambia River Bridge at Santa Rosa County Line [234];
US 90 Escambia River Bridge at County Line to Simpson River Bridge [250];
US 90 Simpson River Bridge to Third Avenue [251];
US 90 Third Avenue to CR 197A Bell Lane [252];
US 90 CR 197A Bell Lane to Glover Lane [253];
US 90 Glover Lane to SR 87 N (Stewart Street) [261];
US 90 (Caroline Street) / SR 87 N (Stewart Street) to CR 89 (Ward Basin Road) [262];
US 90 (Caroline Street) CR 89 (Ward Basin Road) to SR 87S [263];
US 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5 from Escambia / Santa Rosa County Line to SR 87 [267]

PURPOSE
The proposed improvement is based on evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east/west connection from Pensacola to Pace and Pea Ridge to Milton across Escambia and Santa Rosa Counties, connecting with University of West Florida. 220436-2 Segment 1; 220436-3 Segment 2. 440915-2; 220436-6 Segment 3; 220436-7 Segment 4; 220436-8 Segment 5. US 90 through Milton: 440915-1; 440915-2; and 440915-3. Also identified as needed in the MIRR Project 5.6.5 from Escambia / Santa Rosa County Line to SR 87

IMPROVEMENT
Provide six lanes of capacity, with four lanes capacity through Milton and East Milton.

REGIONAL CONNECTIVITY
This project provides an alternate east / west inter-county connector to I-10. This linkage was the only east/west linkage between Pensacola and Milton when Hurricane Ivan destroyed the I-10 Escambia Bay Bridge connection.

PARALLEL FACILITIES
I-10.

BICYCLES AND PEDESTRIANS
The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT
There is no ECAT route along this project segment.

MAP ID 235

PROJECT NAME
SR 99 (Beulah Road) – US 90 (Mobile Highway) to I-10 New Interchange

PURPOSE
Provide an I-10 interstate connection at SR 99, Beulah Road to improve internal regional connectivity within portions of Escambia County slated for future development and reduce congestion on alternative routes.

IMPROVEMENT
Provide new I-10 interchange at Beulah Road, linking to I-10 mainline improvements. The scope of this project is to widen Beulah Road to four lanes from W. Nine Mile Rd to W. Kingsfield Rd and provide a new interchange at I-10, including widening of I-10 from the FL/AL state line to the Pensacola weigh station. Future phases to extend the beltway beyond W. Kingsfield to US 29 would be evaluated under separate PD&E studies.

REGIONAL CONNECTIVITY
This project connects US 90 and W Nine Mile Road to I-10 through a new interchange.

PARALLEL FACILITIES
There are currently no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are no bicycle or pedestrian facilities along the project segment. The proposed typical section for Beulah Rd is an urban curb & gutter 4-lane divided roadway with bike lanes and sidewalks. A Shared Use path in lieu of bike lanes is being considered.

TRANSIT
There is currently no ECAT transit route along the project segment.

MAP ID 236

PROJECT NAME
Well Line Road – US 29 to CR 97 (Jacks Branch)

PURPOSE
Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Well Line Road.

IMPROVEMENT
Provide a new two-lane facility.

REGIONAL CONNECTIVITY
A Well Line Road extension would connect CR 97 to US 29 and provide additional east/west connections within Escambia County.

PARALLEL FACILITIES
Muscogee Road located a mile to the south of Well Line Road is the closest parallel facility

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along Well Line Road.

TRANSIT
ECAT does not currently have any routes along this roadway.

MAP ID 237

PROJECT NAME
Kingsfield Road – CR 97 W to SR 99 (Beulah Road)

PURPOSE
Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Kingsfield Road.

IMPROVEMENT
Provide new two-lane facility.

REGIONAL CONNECTIVITY
This project segment creates an additional connection from CR 97 W to Beulah Road. This segment provides direct connections for the neighborhoods in the area to an arterial road.

PARALLEL FACILITIES
The nearest parallel facility is Muscogee Road located two miles to the north that connects Beulah Road to CR 97.

BICYCLES AND PEDESTRIANS
Pedestrian facilities begin on the east part of the intersection into Ransom Middle School on West Kingsfield Road. There are currently no bicycle facilities along this roadway.

TRANSIT
The ECAT currently has no transit routes on Kingsfield Road.

MAP ID 238

PROJECT NAME
Quintette Road – US 29 to CR 97 (Jacks Branch)

PURPOSE
Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Quintette Road.

IMPROVEMENT
Provide new two-lane facility.

REGIONAL CONNECTIVITY
The Quintette Road addition would create an additional east/west connection through Escambia County.

PARALLEL FACILITIES
To the south of West Quintette Road is Muscogee Road which travels east to west.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along West Quintette Road.

TRANSIT
The ECAT currently has no transit routes along Quintette Road.

MAP ID 241

PROJECT NAME
Muscogee Road Reconstruction – SR 99 (Beulah Road) to US 29 (SR 95)

PURPOSE
The purpose of the project is to reconstruct Muscogee Road from SR 99 to US 29 to widen the roadway and provide shoulder improvements to add additional roadway capacity and reduce traffic congestion consistent with the Escambia County Sector Plan.

IMPROVEMENT
Reconstruction including widening and shoulder improvements.

REGIONAL CONNECTIVITY
This project segment connects SR 99 (Beulah Road) to US 29 (SR 95), near the state boundary and connecting side streets and neighborhoods in Cantonment.

PARALLEL FACILITIES
There is no direct parallel facility to the project segment. Well Line Road to the north runs parallel but does not meet the same limits that Muscogee Road does.

BICYCLES AND PEDESTRIANS
There are sporadic and inconsistent bicycle and pedestrian facilities along the project segment. Future reconstruction needs to provide bike / ped facilities.

TRANSIT
At this time, there are no ECAT Routes along the project segment.

MAP ID 243, 813

PROJECT NAME
US 29 Connector East Bypass / CR 184 (Quintette Road) – US 29 (SR 95) to CR 197 (Chumuckla Highway / Five Points) [243]; CR 184 Quintette Road at CR 95A Intersection [813]

PURPOSE
Add additional roadway capacity and an alternative east / west connection across the Escambia River between Santa Rosa and Escambia Counties. Intersection reconfiguration is needed for improved function and safety and for truck / freight movements.

IMPROVEMENT
Provide four lanes of capacity and bridge replacement of the Quintette Road over the Escambia River. Reconfigure the intersection of E / W Quintette Road at Hwy 95A for improved function and safety.

REGIONAL CONNECTIVITY
This project segment connects east Escambia County with west Santa Rosa County

PARALLEL FACILITIES
The nearest parallel facility is approximately ten miles away to the south. E Nine Mile Road runs west/east and connects east Escambia County with west Santa Rosa County. It serves as an alternate connection between the counties other than US 90 or I-10.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities located along the project segment.

TRANSIT
There are currently no transit routes along the project segment. Santa Rosa County does not have a public transportation system at this time, and there are no ECAT routes that utilize the project segment.

MAP ID 244, 246

PROJECT NAME
CR 191B (Sterling Way) – CR 197A (Bell Lane) to Avalon Boulevard (SR 281) [244]
CR 197A (Bell Lane) - CR 191B (Sterling Way) to US 90 [246]

PURPOSE
Add roadway capacity, reduce traffic congestion and to create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This portion Sterling Way is located in unincorporated Santa Rosa County to the southwest of the City of Milton. It is an east-west county facility (CR 191-B) connecting Bell Lane/CR 197-A with Avalon Boulevard / SR 281. Bell Lane is located in unincorporated Santa Rosa County to the west of the City of Milton. It is a north-south county facility (CR 197-A) connecting US 90 with Sterling Way/CR 191-B. Sterling Way then connects to SR 281/Avalon Boulevard.

PARALLEL FACILITIES
Two miles to the north is US 90 which runs west/east parallel to the project segment and also makes connections to Bell Lane and Avalon Boulevard. Avalon Boulevard/SR 281 and Garcon Point Road/CR 191 are the major roadways that are parallel to Bell Lane that also intersect US 90. These facilities can be used to travel from US 90 to I-10/SR 8.

BICYCLES AND PEDESTRIANS
With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 245

PROJECT NAME
Pea Ridge Connector – Hamilton Bridge Road to CR 191 (Willard Norris Road) – Phase 2

PURPOSE
Add roadway capacity, reduce traffic congestion and create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT
Provide four lanes of new capacity.

REGIONAL CONNECTIVITY
The need for this new 4 lane facility was identified in Pace Master Plan developed by Santa Rosa County. This analysis was developed based upon evaluation of future land use and traffic demand along the project's corridor. This facility provides a north-south connection between US 90 and Willard Norris Road, which provides connections between several of the identified activity centers. Formerly known as the Santa Villa Drive extension, the project would act as a parallel to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR87. This facility provides additional capacity in an area identified for continued growth in the region. The southern segment was initiated by Santa Rosa County with Local Funding in August 2020 and is complete (Phase 1)

PARALLEL FACILITIES
This new 4 lane facility provides additional north/south capacity and acts as a parallel facility to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR 87.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 247

PROJECT NAME
Watkins Street Extension – US 90 (SR 10) to Sterling Way

PURPOSE
Increase the roadway network in this area of Santa Rosa County in order to accommodate future traffic demand. This demand is expected due to the development of activity centers in this part of the county.

IMPROVEMENT
Provide an improved/new two-lane facility.

REGIONAL CONNECTIVITY
The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

PARALLEL FACILITIES
The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

BICYCLES AND PEDESTRIANS
Bicycle lanes and sidewalks will be added as a component of the Watkins Street extension.

TRANSIT
Santa Rosa County does not currently have a transit service.

MAP ID 248

PROJECT NAME
SR 399 (Navarre Beach Causeway) – US 98 (SR 30) to SR 399 (Gulf Boulevard); Navarre Bridge Realignment - Bridge Realignment (ETDM 14497)

PURPOSE
The purpose of this project is to address structural issues related to the existing CR 399 (Navarre Beach Causeway) bridges while accommodating future traffic volumes and addressing safety issues along CR 399 and at the US 98 and Gulf Boulevard intersections. The current bridge structures, constructed in 1960, are nearing the end of their useful service lives and are considered functionally obsolete by the FDOT. This project is needed due to the fact that the existing CR 399 (Navarre Beach Causeway)Bridges are considered functionally obsolete by FDOT, and the current navigational and vertical clearance of the north bridge do not meet the minimum requirements by the United States Coast Guard (USCG) for bridge height over the Gulf Intracoastal Waterway (GIWW). Additional roadway capacity is needed for CR 399 to accommodate future traffic volumes and to mitigate safety issues on the facility and at the intersections on both ends of the causeway and support hurricane evacuation. US 98 at the north end of the Navarre Beach Causeway is a Strategic Intermodal System (SIS) Corridor and the GIWW is also a designated SIS Waterway. It is vital that capacity is preserved in order to efficiently move passengers and freight on these facilities.

IMPROVEMENT
Provide four lanes of capacity and bridge replacement.

REGIONAL CONNECTIVITY
The Navarre Beach Causeway connects US 98 to SR 399 (Gulf Boulevard) over the Santa Rosa Sound.

PARALLEL FACILITIES
The nearest parallel facility to the Navarre Beach Causeway is Pensacola Beach Road to the west.

BICYCLES AND PEDESTRIANS
As a part of the improvement of the Navarre Beach Causeway, sidewalks and bicycle facilities will be added, thereby increasing mode choice.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 249

PROJECT NAME
E. Spencer Field Road – US 90 to Hamilton Bridge Road

PURPOSE
Create additional roadway capacity and add modal choice by widening the roadway segment to four lanes and increasing bicycle and pedestrian features.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

PARALLEL FACILITIES
East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

BICYCLES AND PEDESTRIANS
The current roadway configuration does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities, thereby increasing mode choice.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 254

PROJECT NAME
CR 197A (Woodbine Road) – US 90 to Five Points Intersection

PURPOSE
Provides additional capacity in an area identified for continued growth in the region.

IMPROVEMENT
Provide four lanes of capacity. PD&E is under development and determine preferred alternative (2025).

REGIONAL CONNECTIVITY
This facility provides a north-south connection between US 90 and Alabama, as well as connecting to the proposed beltway, which provides connections between several of the identified activity centers.

PARALLEL FACILITIES
This four-lane facility provides north/south capacity and acts as a parallel facility to Chumuckla Highway and SR 87.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this corridor.

MAP ID 255

PROJECT NAME
Panhandle Trail Drive – US 98 to East River Drive

PURPOSE
Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT
Provide an enhanced two-lane facility. The right of way and drainage issues will prohibit anything greater and is cost prohibitive.

REGIONAL CONNECTIVITY
This project would add an additional connection from US 98 to neighborhoods and schools within Navarre. Panhandle Trail is also the eastern segment boundary of the Navarre Community Access Road Feasibility Study. This is the preferred direction of travel currently: Panhandle Trail from US 98 to East River Road. Santa Rosa County would like for FDOT to add traffic counts along this corridor for future Congestion Management Process plan updates.

PARALLEL FACILITIES
This facility provides a north/south alternative to the portions of US 98 and SR 87. Ortega Street to the west is approximately 1 mile away and the closest connection to the neighborhood and school besides SR 87.

BICYCLES AND PEDESTRIANS
The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor. Santa Rosa County continues to pursue a TAP application for paved shoulders because of some bike/ped crashes and a fatality.

TRANSIT
Santa Rosa County does not currently have a transit service.

MAP ID 256, 257

PROJECT NAME
CR 197 (Chumuckla Hwy) from US 90 to Five Points Intersection [256];
CR 197 (Chumuckla Hwy) from Five Points Intersection to Smyer Drive [257]

PURPOSE
Add additional roadway capacity and reduce traffic congestion, connecting to Quintette Road and US Connector for northern connection across the Escambia River (ID 243).

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project segment connects the community of Pace north towards main roadways such as US 90 and other county roads. This project segment connects the Five Points intersection to Smyer Drive which allows for access to the Santa Rosa Sports Plex as well as the neighborhoods and surrounding side streets.

PARALLEL FACILITIES
West Spencer Field Road to the east runs parallel to the project segment, connecting US 90 and Berryhill Road.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 258, 259, 260, 268, 270, 300

PROJECT NAME
SR 87A New Connector from US 90 to CR 191 (Munson Hwy) [259]
SR 87A New Connector from CR 191 (Munson Hwy) to SR 87N [260]
SR 87N US 90 via SR 87A New Connector to FL-AL State Line [258]
SR 87 SIS incorporation (MIRR 5.6.8) [300]
NAS Whiting Munson Highway Connector MIRR Project 5.6.7 [268]
NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity [270]

PURPOSE
The purpose of the project is to have access to Whiting Field added to the Strategic Intermodal System (SIS) and/or the Strategic Highway Network (STRAHNET), to provide for the new SR 87 Connector as a bypass around Milton for access to Whiting and SR87N from US 90 and SR 87 to I-10, and to provide enhanced connections to NAS Whiting Field on both the east as west sides, consistent with the Military Installation Resilience Review (MIRR). This proposed system will enable transit support, travel time reductions to Naval Outlying Fields (NOLF) Santa Rosa and Choctaw, and a corridor for Hurricane Evacuation. The Whiting Aviation Park would benefit from the SR-87A Connector to lessen traffic congestion and offer support of maintenance, repair and overhaul activities in the planned industrial park.

IMPROVEMENT
Add to Strategic Intermodal System (SIS) and/or Strategic Highway Network (STRAHNET) Whiting Field; and new four lane capacity corridor for SR 87 Connector; consistent with 416748- 8, and 416748-9, and provide enhanced capacity and connections to NAS Whiting Field on both the east as west sides.

REGIONAL CONNECTIVITY
This project segment connects Milton in Santa Rosa County to the FL-AL State Line to allow for additional access and travel to and from the area.

PARALLEL FACILITIES
There are currently no facilities that run parallel to the project segment that create a direct connection to the FL-AL state line.

BICYCLES AND PEDESTRIANS
There are currently no existing bicycle or pedestrian facilities along the project segment that is currently built.

TRANSIT
There is currently no public transportation system within Santa Rosa County.

MAP ID 264

PROJECT NAME
US 29 RR Crossing south of Muscogee Road (Paper Mill entrance)

PURPOSE
Reduce traffic delay by improving rail crossings at this intersection. Crossing could be elevated roadway or other solution to minimize traffic delays due to train access to paper mill. Project requested by Citizen's Advisory Committee member.

IMPROVEMENT
Railroad crossing overpass or other improvement. Solution may involve reconfiguration of US 29 and Muscogee Road intersection as there is currently not sufficient spacing to create roadway overpasses under existing configuration.

REGIONAL CONNECTIVITY
US 29 is primary north-south arterial in Escambia County. Muscogee Road is becoming more heavily used in accordance with Escambia County Sector Plan buildout and potential future linkage to Beulah Road I-10 Interchange and related roadway improvement.

PARALLEL FACILITIES
None.

BICYCLES AND PEDESTRIANS
There are currently no bike / ped facilities.

TRANSIT
None.

MAP ID 265, 276

PROJECT NAME
Frank Reeder Road / Devine Farm Road from SR 99 (Beulah Road) to CR 97 (Jacks Branch) [265]
Frank Reeder Road / Devine Farm Road I-10 Overpass (no connection to I-10) [276]

PURPOSE
The purpose of the project is to provide a new overpass over I-10 and to improve capacity on the Frank Reeder Road / Devine Farm Road corridor in accordance with growth identified in Escambia County Sector Plan.

IMPROVEMENT
New overpass, and capacity improvements to be identified in a Corridor Study.

REGIONAL CONNECTIVITY
This overpass would connect Frank Reed Road and Beulah Road to the west to Devine Farm Road and Jacks Branch Road to the east.

PARALLEL FACILITIES
There are no parallel facilities to the new overpass project.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along either roadway, but the Corridor Study would identify the recommended improvements.

TRANSIT
There are currently no ECAT routes along the roadways that would connect to the overpass.

MAP ID 266

PROJECT NAME
Davis Highway / Martin Luther King Two-Way Restoration – East Wright Street to SR 295 (East Fairfield Drive)

PURPOSE
The purpose of the project is to restore a two-way conversion, consistent with the completed Traffic Feasibility Study.

IMPROVEMENT
Create a two-way restoration, and other improvements recommended in Traffic Feasibility Study, and consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 43, Volume II, pg 21- 22; City of Pensacola Eastside Neighborhood Plan, pg 45/50.

REGIONAL CONNECTIVITY
The project segment connects the City of Pensacola to East Fairfield Drive, as well as the numerous side streets and neighborhoods connecting along the segment.

PARALLEL FACILITIES
There are quite a few parallel facilities to Davis Highway and Dr. Martin Luther King Jr Drive in this area since the neighborhoods are designed in a grid system.

BICYCLES AND PEDESTRIANS
There are some shoulder bicycle facilities and pedestrian facilities along the project segment.

TRANSIT
ECAT Route 45 utilizes both North Davis Highway and Dr. Martin Luther King Jr Drive.

MAP ID 269

PROJECT NAME
Connecting the Collectors on Eglin AFB at Hurlburt Field

PURPOSE
Provide alternative path to US 98 to Hurlburt Field by connecting two other projects: Navarre Community Access Road (Santa Rosa County project), and the Collector Road (Okaloosa County project), in coordination with Eglin Air Force Base, Hurlburt Field, and the Okaloosa-Walton Transportation Planning Organization (O-W TPO). The project is part of the ECRC Military Installation Resilience Review (MIRR) and brought forward by Hurlburt Field to the 2050 LRTP Steering Committee. Eglin Range access / security requirements to be resolved. Project is being coordinated through the Air Force Special Operations Command Traffic Roundtable working group which includes local, county, regional, state elected officials, FDOT, the Florida Defense Support Task Force, the Defense Support Initiative, and ECRC for the FL-AL and O-W TPOs. The First Special Operations Wing (1 SOW) under the Air Force Special Operations Command (AFSOC) at Hurlburt Field maintains a no-notice alert posture to support crisis response missions. This mission requires personnel to be recalled to base within a short timeframe to generate and launch aircraft. US 98 traffic backups could delay 1 SOW response, ultimately impacting a hostage rescue or other national mission. Over 4,000 service members live west of Hurlburt Field and rely on US 98 which is estimated at 166% of capacity, with 10K vehicles during peak hours.

IMPROVEMENT
New capacity improvement to be defined. Initially envisioned as 4-lane capacity, to be defined in conjunction with the related two projects under PD&E.

REGIONAL CONNECTIVITY
The project would provide for new regional connectivity between Santa Rosa and Okaloosa County, and between the two adjacent TPO areas of FL-AL and O-W.

PARALLEL FACILITIES
US 98 is the only parallel facility.

BICYCLES AND PEDESTRIANS
Multi-modal accommodations are under consideration with each of the two other projects and will be considered for continuation with the Connecting the Collectors project.

TRANSIT
Santa Rosa County does not have a public transportation system at this time. An extension of ECAT is considered in the 2050 LRTP for service through Santa Rosa County to Hurlburt Field.

MAP ID 271

PROJECT NAME
CR 184A (Berryhill Road) – Five Points Intersection / Chumuckla Highway to SR 89 (Dogwood Drive)

PURPOSE
Add roadway capacity, shared-use path, reduce traffic congestion and implement bicycle and pedestrian facilities along the roadway.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

PARALLEL FACILITIES
Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

BICYCLES AND PEDESTRIANS
With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 272, 273, 299

PROJECT NAME
SR 297 (Pine Forest Rd) – US 90A (W. Nine Mile Road) to CR 297A [272];
SR 297 (Pine Forest Rd), Provide 4 Lanes Capacity North of I-10 SR 10 (US 90) W Nine Mile Rd [273];
SR 297 (Pine Forest Road) - Provide 6 Lanes of Capacity South of I-10 [299]

PURPOSE
Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT
Provide four lanes of capacity, consistent with FPID 4410563.

Provide six lanes of capacity on Pine Forest Road south of I-10, consistent with FPID 4410562 [SIS]

REGIONAL CONNECTIVITY
This project segment connects the Pine Forest area to W Nine Mile Road. Pine Forest Road is wholly located in unincorporated Escambia County. It is a north-south facility terminating at SR 10-A/Mobile Highway on the south and East Kingsfield Road to the north. The SIS portion connects to SR 173 as a Military Access Facility to NAS Pensacola along Blue Angel Parkway.

PARALLEL FACILITIES
The nearest south/north facility is Pensacola Boulevard approximately 2.3 miles to the east of the project segment. As a north-south facility, Pine Forest Road provides relief to SR 95/Pensacola Boulevard and CR 95-A/Palafox Street.

BICYCLES AND PEDESTRIANS
There is a bicycle facility on the east side of the project segment. There are no other bicycle and pedestrian facilities along the project segments.

TRANSIT
ECAT Service on route 47 applies only south of I-10.

MAP ID 274

PROJECT NAME
Navarre Community Access Road – Edgewood Drive to Whispering Pines Boulevard

PURPOSE
Create additional roadway capacity, provide relief to parallel facilities, and add mode choice to provide local relief to US 98

IMPROVEMENT
Provide two lanes of new capacity. PD&E will select Preferred Alternative in 2025.

REGIONAL CONNECTIVITY
This project segment connects Edgewood Drive to Whispering Pines Boulevard.

PARALLEL FACILITIES
A main purpose for the creation of the Navarre Community Access Road will be to act as a reliever facility for US 98/SR 30.

BICYCLES AND PEDESTRIANS
As a part of the construction of the Navarre Community Access Road, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 275

PROJECT NAME
CR 297A – from East of Plymouth Lane to Devine Farm Road

PURPOSE
Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects with the SR 297 (Pine Forest Road) improvements, including CR 297, and the improvements on Nine Mile Road.

PARALLEL FACILITIES
Pine Forest Road and Nine Mile Road and the nearest major facilities, however, there are no true parallel facilities.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this portion of the corridor.

MAP ID 277

PROJECT NAME
E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park.

PURPOSE
Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency and provide service to West Florida Regional Medical Center (hospital), truck and freight access to the Ellyson Field Industrial Park, a former Naval Outlying Field converted to an industrial park.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects to SR 291 (North Davis Highway).

PARALLEL FACILITIES
Olive Road (SR 290) is a parallel facility but does not directly freight / truck needs of Ellyson Industrial Park.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this portion of the corridor.

MAP ID 278

PROJECT NAME
CR 749 (Chemstrand Road) – Nine Mile Road to E. Ten Mile Road

PURPOSE
The project adds additional roadway capacity and relieves traffic congestion.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
Provides access to numerous developments and serves as the main roadway for access to the regional utility services and a large chemical plant on the northern end of the roadway.

PARALLEL FACILITIES
This four-lane facility provides north/south capacity and acts as a parallel facility to US 29.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this portion of the corridor.

MAP ID 279

PROJECT NAME
Willard Norris Road from SR 89 to Pea Ridge Connector

PURPOSE
Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects to the Pea Ridge Connector and SR 89.

PARALLEL FACILITIES
None.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
None.

MAP ID 280

PROJECT NAME
Beulah and Kingsfield Road Reconfiguration - Provide 4-Lane Capacity

PURPOSE
Provide connectivity along Beulah Road north of I-10 connecting to Kingsfield Road. The Escambia County Sector Plan identifies growth in this area. Future Escambia County landfill build-out requires reconfiguration of Beulah Road north of I-10 and to accommodate the new I-10 at Beulah Road Interchange.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects Beulah Road to Kingsfield Road.

PARALLEL FACILITIES
None

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
None.

MAP ID 813

PROJECT NAME
CR 184 Quintette Road at CR 95A Intersection

PURPOSE
Realign intersection of East and West Quintette Roads at the intersection of CR 95A to accommodate truck turns and future growth in area.

IMPROVEMENT
Intersection reconfiguration, signalization, and turn lanes.

REGIONAL CONNECTIVITY
This project provides for greater connectivity in Cantonment / Cottage Hill communities on east side of US 29.

PARALLEL FACILITIES
None

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
None.

MAP ID 281, 806

PROJECT NAME
I-10 – Alabama State Line to US 29 [281];
SR 99 (Beulah Road); and I-10 at SR 99 Interchange (Beulah Road) [806]

PURPOSE
The purpose of this project is to add roadway capacity and reduce traffic congestion on I-10 from the State Line to US 29. The original PD&E has been divided into segments. The first segment involves the Buelah Road interchange. This purpose of the interchange is to provide for the growth anticipated from the Escambia County Sector Plan.

IMPROVEMENT
Provide six lanes of Interstate capacity and new interchange at Beulah Road, consistent with SIS First Five Year Plan and PD&E 437905-1; and FPID 433113-1; and consistent with Beulah Road design segments: (1) 433113-1: I-10 Widening & Interchange; (2) 433113-2 Beulah Rd from SR 10 to Frank Reeder Rd; and (3) 433113-3 Beulah Rd from Frank Reeder Rd to Issacs Lane. 433113-1 is currently in SIS First 5 Yr Plan (FY25-29) for R/W in 2025; and in the SIS Second 5 Yr Plan (FY30-34) for CST in FY 2031.

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES
US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along this route.

TRANSIT
There is no ECAT route on this project segment.

MAP ID 282, 283, 284, 285, 286

PROJECT NAME
I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [282]
I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [283]
I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [284]
I-10 (SR 8) from East of SR 87 to Miller Bluff Road [285]
I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [286]

PURPOSE
Add roadway capacity and reduce traffic congestion.

IMPROVEMENT
Provide six lanes of capacity, in accordance with SIS CFP (FY 35-50) [SIS project ID 3319]; and 413062-4 and 413062-5. Improvements will be considered along mainline I-10, as well as at the SR 281, South Garcon Point Road, CR 89 and SR 87 Interchanges. Bridge replacements at CR 191 Interchange, CR 89 Interchange, and SR 87 Interchange. An Interchange Operational Analysis Report (IOAR) will analyze and document the operations of these interchanges and if needed an Interchange Modification Report (IMR) will be required.

Project segments include:

- 413062-4 Avalon Blvd to Okaloosa CL (SR Co)
- 413062-6 from E of Avalon Blvd to E of Blackwater Bridge (SR Co)
- 413062-7 E of Blackwater Bridge to E of SR 87 (SR Co)
- 413062-8 E of SR 87 to Miller Bluff Road (SR Co)
- 413062-9 From Miller Bluff Road to Okaloosa Co Line in (SR Co)

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Santa Rosa County. US 90/SR 10 is a parallel facility to I-10/SR 8.

PARALLEL FACILITIES
US 90 runs from Highway 87 S through the Okaloosa County Line directly to the north of the project segment.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along the project segment.

TRANSIT
There is no ECAT route along the project segment.

MAP ID 287, 812, 288, 289, 290, 291

PROJECT NAME
US 98 (Gulf Breeze Pkwy) – E. of Pensacola Bay Bridge to E. of Bayshore Rd [287];
US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass [812];
US 98 (Gulf Breeze Parkway) - Portside Drive to Bergren Road [288];
US 98 (Gulf Breeze Parkway) - Bergren Road to Ramble Bay Lane [289];
US 98 (Gulf Breeze Parkway) - Ramble Bay Lane to Ortega Street [290];
US 98 (Gulf Breeze Parkway) - Ortega Street to Okaloosa County Line [291].

PURPOSE
Add additional roadway capacity and reduce traffic congestion. Capacity expansion requires coordination with National Park Service (NPS) Gulf Islands National Seashore (GUIS) through the Naval Live Oaks area for consistency with the NPS GUIS Management Plan and NEPA document.

IMPROVEMENT
Provide six lanes of capacity, consistent with MIRR 5.8.1 and:
- SIS CFP [SIS project ID 3916]; 220426-8
- SIS CFP [SIS project ID 3490]; 220426-3
- SIS CFP [SIS project ID 3461]; 220426-4
- SIS CFP [SIS project ID 3564]; 220426-6
- SIS CFP [SIS project ID 3462]; 220426-5
- Provide major intersection reconfiguration at Gulf Breeze Parkway and SR 399, with SUNTrail connectivity.
- SIS project modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

REGIONAL CONNECTIVITY
This project segment connects neighborhoods in Navarre to a main east-west connector. This project segment connects to the Tiger Point Park and Tiger Point Golf Club as a main roadway entrance, as well as leading to intersections to other main roadways off of the island. The segment connects neighborhoods along Navarre Parkway to Highway 87 and Navarre Beach Causeway. This project segment connects Navarre to the Santa Rosa and Okaloosa county lines and allows for travel into the Okaloosa area.

PARALLEL FACILITIES
SR 399 runs east-west to the north of US 98.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle lanes along the project segment. However, there are no pedestrian facilities along the project segment. Soundside multiuse path connects on the western end of the project alignment.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 292, 293, 294, 295, 296, 297, 298, 231

PROJECT NAME
SR 173 (N. Blue Angel Parkway) PD&E from US 98 to SR 297 [294]
SR 173 (N. Blue Angel Parkway) US 98 to Kennedy Drive [295]
SR 173 (N. Blue Angel Parkway) Kennedy Drive to CR 296 Saufley Field Drive [296]
SR 173 (N. Blue Angel Parkway) CR 296 Saufley Field Drive to SR 10 (US 90) [297]
SR 173 (N. Blue Angel Parkway) SR 10 (US 90) to SR 297 (Pine Forest Road) [298]
SR 173 (S. Blue Angel Parkway) SR 292 (Gulf Beach Highway) to US 98 [293]
SR 292 (Gulf Beach Highway) at NAS West Gate [231]
SR 173 (S. Blue Angel Parkway) - Dedicated truck lane w/ signage/signal [292]

PURPOSE
Add additional roadway capacity, relieve roadway congestion; provide alternate route to Naval Air Station (NAS) Pensacola as a SIS Military Access Facility, including truck and access improvements at NAS West Gate to create a dedicated truck entrance lane along SR 292 (Gulf Beach Highway) at West Gate, add signals and signage, allow for ease of travel, and reduce congestion, consistent with 421012-1; SIS CFP FY29-45 [SIS ID 3912]; and Feasibility Study to PD&E Study 421012-2 (SR 173 from US 98 to SR 297); and Feasibility Study 441056-1 (SR 297 from SR 173 to SR 10). (MIRR: 5.5.5) [SIS] [MAF].

IMPROVEMENT
Provide four lanes of capacity, and NAS West Gate truck and access improvements.

REGIONAL CONNECTIVITY
This project segment connects two major roadways, US 98 and SR 292, and links north to I-10 via Pine Forest Road as a SIS Military Access corridor. SIS Military Access Facility designation Oct 7, 2016. Dog Track Road intersects with this project segment creating connections for the neighborhoods and side streets in the area. This project segment connects two major roadways, US 98 and SR 296 with the Bellview community. This project segment provides connections with other roadways into the Myrtle Grove and community and connects to Saufley Field.

PARALLEL FACILITIES
Fairfield Drive runs parallel from south/north to the east of the project segment.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor to accommodate SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT
There is no ECAT route along the project segment.

MAP ID 301

PROJECT NAME
SR 750 (Airport Boulevard) at Railroad Crossing

PURPOSE
Provide an overpass over the railroad tracks that crosses Airport Boulevard east of US29. This project originated with citizen input on the 2040 LRTP and related to motorcycle safety.

IMPROVEMENT
Create a railroad overpass.

REGIONAL CONNECTIVITY
This project provides safe passage over the railroad tracks along Airport Boulevard.

PARALLEL FACILITIES
There are no parallel facilities to the railroad crossing project.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle lanes and pedestrian facilities on both sides of the roadway along SR 750 (Airport Boulevard).

TRANSIT
ECAT Route 63 utilizes this portion of SR 750 (Airport Boulevard).

MAP ID 302

PROJECT NAME
US 29 (SR 95) – Nine ½ Mile Road to FL/AL State Line

PURPOSE
This project adds additional roadway capacity and reduces traffic congestion, in accordance with Freight Mobility Plan / SIS Needs Plan. Includes project segment from 2040 Needs Plan to Roberts Road.

IMPROVEMENT
Provide six lanes of capacity.

REGIONAL CONNECTIVITY
The project segment connects and provides access for the city of Pensacola and other neighborhoods and communities in Escambia County to the community of Century to the FL/AL State Line.

PARALLEL FACILITIES
There are no facilities that run parallel to the project segment in the same way that US 29 does from the segment extents.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT
Currently, ECAT Route 60 utilizes the project segment.

MAP ID 303

PROJECT NAME
SR 99 Beulah Rd

PURPOSE
Provide an I-10 interstate connection at SR 99, Beulah Road to improve internal regional connectivity within portions of Escambia County slated for future development and reduce congestion on alternative routes. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
The scope of this project is to widen Beulah Road to four lanes from W. Nine Mile Rd to W. Kingsfield Rd and provide a new interchange at I-10, including widening of I-10 from the FL/AL state line to the Pensacola weigh station. Future phases to extend the beltway beyond W. Kingsfield to US 29 would be evaluated under separate PD&E studies.

REGIONAL CONNECTIVITY
This project connects US 90 and W Nine Mile Road to I-10 through a new interchange.

PARALLEL FACILITIES
There are currently no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are no bicycle or pedestrian facilities along the project segment. The proposed typical section for Beulah Rd is an urban curb & gutter 4-lane divided roadway with bike lanes and sidewalks. A Shared Use path in lieu of bike lanes is being considered.

TRANSIT
There is currently no ECAT transit route along the project segment.

MAP ID 304

PROJECT NAME
Wilde Lake Blvd

PURPOSE
Wilde Lake Boulevard is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
Widen to 12 ft wide lanes with paved shoulders from Klondike Road to US 297 (Pine Forest Road), spanning approx. 1.1 miles.

REGIONAL CONNECTIVITY
Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES
Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS
There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT
ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 305

PROJECT NAME
Klondike Rd

PURPOSE
Klondike Road is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
Widen to 12 ft wide lanes with paved shoulders from Wilde Lake Blvd to US 90 (Mobile Hwy), spanning approx. 1.6 miles.

REGIONAL CONNECTIVITY
Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES
Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS
There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT
ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 306

PROJECT NAME
Eight Mile Creek Rd

PURPOSE
Eight Mile Creek Road is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
Widen to 12 ft wide lanes with paved shoulders from Wilde Lake Blvd to US 90 (Mobile Hwy), spanning approx. 1.8 miles.

REGIONAL CONNECTIVITY
Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES
Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS
There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT
ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 307, 308

PROJECT NAME
AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity Beaver Creek Ln to Foley Beach Express [308]
AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity AL SR 59 to Beaver Creek Ln [308]

PURPOSE
This project is needed to address the current and forecasted demand on Canal Road. Canal Road serves as the primary access to the beach from the Foley Beach Express.

IMPROVEMENT
Provide five lanes of capacity along AL SR 180 connecting to Foley Beach Express.

REGIONAL CONNECTIVITY
Foley Beach Express provides north / south connectivity and SR 180 provides east / west connectivity through Orange Beach. This project addresses the daily demands of the residents and visitors of Orange Beach and serves as a critical link in the evacuation network.

PARALLEL FACILITIES
AL SR 180 is the primary east / west facility. There are no major parallel facilities in Orange Beach.

BICYCLES AND PEDESTRIANS
Multi-modal accommodation is incorporated to provide regional multi-modal accommodation in Orange Beach.

TRANSIT
No fixed-route transit is available. Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

Intersection Projects

Some Intersection Projects are included in the Capacity Project category where the intersections are part of a roadway network such as along I-10.

MAP ID 800

PROJECT NAME
AL Foley Beach Express - Intersection Reconfiguration

PURPOSE
Intersection reconfiguration is envisioned with City of Orange Beach Master Plan to provide easier transition from SR 180 (Canal Road) and the surrounding roadways in Orange Beach, and to enhance safety and traffic congestion. This location is experience growth and increased demand associated with build-out of The Wharf entertainment complex.

IMPROVEMENT
Provide intersection reconfiguration of Foley Beach Express at Canal Road; configuration not yet determined.

REGIONAL CONNECTIVITY
Beach Express and Waterways project [504] is under construction and will provide two lanes one-way southbound in conjunction with Foley Beach Express connecting at AL SR 180.

PARALLEL FACILITIES
AL SR 180 and Foley Beach Express are the primary facilities for east / west and north / south regional connectivity in Orange Beach.

BICYCLES AND PEDESTRIANS
The project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT
Fixed-route transit is currently not available.

MAP ID 801

PROJECT NAME
SR 289 (Ninth Avenue)/Langley/Tippin – SR 289 (Ninth Avenue)/Langley/Tippin to SR 289 (Ninth Avenue)/Langley/Tippin

PURPOSE
Provide for more efficient and safer intersection operations at this location.

IMPROVEMENT
Major intersection improvement.

REGIONAL CONNECTIVITY
This intersection does not provide for regional connectivity; however, SR 289 does provide regional connectivity across and through Pensacola as a State Road.

PARALLEL FACILITIES
There are no parallel facilities to this intersection.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle facilities and pedestrian sidewalks within this intersection.

TRANSIT
ECAT Route 43 utilizes this intersection as part of its route to the PSC Transfer Center.

MAP ID 803

PROJECT NAME
Pensacola Beach Roundabouts – SR 399 (Via de Luna Drive) to Fort Pickens Road & Casino Beach Access

PURPOSE
The purpose of the project is to create a congestion management plan / major intersection improvement to reduce traffic congestion and add roadway capacity, consistent with the Pensacola Beach Master Plan.

IMPROVEMENT
Construct the roundabout improvements identified in the Pensacola Beach Master Plan.

REGIONAL CONNECTIVITY
Bob Sikes Bridge connects Gulf Breeze to the south island where the project segment and intersection are located, over the Little Sabine Bay and Santa Rosa Sound waterways.

PARALLEL FACILITIES
Shoreline Drive and Gulf Breeze Parkway to the north run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are currently bicycle and pedestrian facilities along the west side of the project segment and the intersection.

TRANSIT
Currently ECAT Route 61, and Route 64 utilize Via De Luna Drive and Fort Pickens Road along the project corridor.

MAP ID 804, 805

PROJECT NAME
CR399 (East Bay Boulevard) Roundabouts at Edgewood Drive [804] and Andorra Street [805]

PURPOSE
Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT
Construct roundabouts consistent with the CR 399 East Bay Corridor Management Plan (May 2020). Improvements include roundabouts, a continuous center turn lane, and paved shoulders along the corridor. Additional corridor improvement identified in CMP.

REGIONAL CONNECTIVITY
This project connects US 98 in the south to CR 399 in the north, allowing for adjacent neighborhoods to have direct access to these arterial roadways.

PARALLEL FACILITIES
This facility provides a north/south alternative to the portions of US 98 and SR 87.

BICYCLES AND PEDESTRIANS
The planned will focus on providing enhanced bicycle and sidewalk facilities in the corridor.

TRANSIT
Santa Rosa County does not currently have a transit service.

MAP ID 807

PROJECT NAME
I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)

PURPOSE
The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT
Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905- 1; and design project 437905-2. Design Phase funding is in the First 5-Year SIS Plan (FY 25). Construction is in the SIS Second 5-Year Plan for FY 30.

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES
US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along this route.

TRANSIT
There is no ECAT route on this project segment.

MAP ID 808, 809, 810

PROJECT NAME

I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 US 29) [808];
I-10 (SR 8) at SR 297 [Pine Forest Road] Major Intersection Improvement Exit 7 [SIS ID 3574] and Interim WB Ramp Extension (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS ID 3574] [809];
I-10 (SR 8) at US 29 (SR 95) major interchange reconstruction [810] (project under construction).

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the Escambia County sector plan. Related to SR 297 Pine Forest Road improvements.

IMPROVEMENT

Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest, consistent with SIS project ID 3574]; and PD&E 437905-1 and design project FPID 437905-2. The SIS First Five Year Plan (FY25-29) identifies Design phase funding ($7.7M) in FY 25. The SIS Second Five Year Plan (FY30-34) identifies Right-of-Way phase funding ($21.2M) in FY 31. The SIS Long Range Cost Feasible Plan (FY35-50) identifies Construction phase for SIS Project ID 3574 ($254.2M) in FY 41-45.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID 812

PROJECT NAME
US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement

PURPOSE
The purpose of the project is to enhance multimodal transportation and corridor safety, consistent with the August 2020 City of Gulf Breeze proposal, "Highway 98 Multimodal Overpass and State Road 399 Interchange Redesign Concept Review" as presented to the City of Gulf Breeze Community Redevelopment Agency (CRA); and 220426-7 Feasibility Study. Links to ID 143, Soundview SUNTrail and ID 95, SUNTrail unfunded gap.

IMPROVEMENT
The project involved developing conceptual designs for the safe multi-modal connection between east-west portions of the City that are bisected by Highway 98 and also develop a design concept for the redesign of the Highway 98 and State Road 399 Interchange (Pensacola Beach). The design concept for the Interchange needed to maintain or improve traffic functionality, provide multi- modal access to Pensacola Beach as well as the National Seashore multi-use path and also recover additional developable land for the areas to the north and southeast of the interchange.

REGIONAL CONNECTIVITY
This project segment connects the Gulf Breeze neighborhood to a main roadway and provides access to the Gulf Islands National Seashore Boundary.

PARALLEL FACILITIES
There are currently no other roadways on the island that run west/east in the way that Gulf Breeze Parkway does on the peninsula.

BICYCLES AND PEDESTRIANS
There are currently pedestrian facilities, sharrow/shared lane bicycle facilities, and shoulder lane bicycle facilities along the project segment.

TRANSIT
Santa Rosa County currently does not have a public transit system at this time.

MAP ID 814, 815, 816

PROJECT NAME

Reimagine Jackson Implementation Projects

- Intersection Improvements (Roundabouts) on W. Jackson and N 49th Avenue, N 62nd Avenue, N 65th Avenue, and N 72nd Avenue [814];
- Intersection realignment / improvement at New Warrington Road [815];
- Intersection realignment / improvement at Pace Blvd [816]

PURPOSE

The Reimagine Jackson plan was a collaboration between Escambia County and City of Pensacola, including the Community Redevelopment Agency areas of both. The plan was completed in August 2023. The study area encompasses W Jackson Street from N A Street to W Fairfield Drive and a 0.25- mile buffer. The project aims to develop an implementable master plan for the corridor, ensure all voices are heard during the corridor planning process, and develop an inclusive vision based on community inputs. In 10 years, Jackson Street will be an east-west gateway between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an internationally diverse community fabric with enhanced transportation and upgraded utility infrastructure. It will have vibrant community nodes, including local businesses, community gathering places, and recreational spaces. People of all ages and abilities can safely and conveniently walk, bike, or ride.

IMPROVEMENT

The projects identified include providing continuous sidewalks, a shared-use path, intersection improvements envisioned as mini-roundabouts and major intersection improvements at New Warrington Rd and Pace Blvd.

REGIONAL CONNECTIVITY

W. Jackson provide regional connectivity from West Pensacola into Escambia County.

PARALLEL FACILITIES

Cervantes Street is the major parallel facility.

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian facilities are discontinuous.

TRANSIT

ECAT provides public transit options in the study area. Four (4) bus routes- Routes 2, 55, 44 and 48 service the corridor and originate at an ECAT Transfer Center, the Rosa L. Parks Transit Complex.

Corridor Management Projects

MAP ID 400

PROJECT NAME
West Main Street Stormwater and Multi-Modal Design Project

PURPOSE
Reduce traffic congestion, particularly congestion caused by left-turn movements that block through movements on the corridor, and to enhance the presence of bicycle and pedestrian facilities along the roadway. Project is funded for construction in as 440904-1 in FY 26/27.

IMPROVEMENT
Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way; consistent with 440904-1; and the City of Pensacola Urban Core CRA Plan VI, pg 33/44/46, VII pg 16/18; Westside CRA Plan, pg 24/27.

REGIONAL CONNECTIVITY
This section of Main Street is a local facility that moves traffic through the City of Pensacola. It is the southernmost street in the City of Pensacola, and a part of the historic Pensacola gridded street network.

PARALLEL FACILITIES
Main Street is parallel to US 98/SR 30. It is located to the south of US 98/SR 30.

BICYCLES AND PEDESTRIANS
Included in this project is the enhancement of bicycle and sidewalk facilities along the corridor. Specifically, the Pensacola Community Redevelopment Agency (CRA) is working to create facilities along the abandoned railroad corridor to the south of Main Street.

TRANSIT
Escambia County Area Transit (ECAT) travels along Main Street from Reus Street to Spring Street (routes 48, 64). However, transit stops are not located along Main Street from Barrancas Avenue to Clubbs Street.

MAP ID 401

PROJECT NAME
US 98 (West Navy Boulevard) – SR 295 (North Navy Boulevard) to SR 453 (North W Street)

PURPOSE
Redesign the project segment as a Complete Street to enhance multimodal transportation and safety within the area. FDOT PD&E Study (FPID 218630-2) has been completed.

IMPROVEMENT
Design project to redesign as Complete Street; consistent with Complete Street redesign FPID 218630-2.

REGIONAL CONNECTIVITY
The project segment connects US 98 to SR 295 and SR 452, as well as to the neighborhoods and side streets adjacent to the roadway.

PARALLEL FACILITIES
West Jackson Street to the north of the project segment runs west/east from North New Warrington Road, which transitions into North Navy Boulevard, to SR 452 (North W Street).

BICYCLES AND PEDESTRIANS
There are currently shoulder bicycle facilities and pedestrian facilities.

TRANSIT
Currently, there are four ECAT routes that utilize the project segment: Route 57, Route 58, Route 59A and Route 59X.

MAP ID 402

PROJECT NAME
US 90 (West Cervantes Street) – Dominques Street to A Street;

PURPOSE
Provide a Lane Elimination / Road Diet consistent the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project.

IMPROVEMENT
Design the Lane Elimination / Road Diet to reduce capacity from four to two lanes, incorporating pedestrian safety improvements, and the Corridor Management Plan concepts; and City of Pensacola Westside Concept Plan, pg 23/24. RAISE Grant for Project ID 4553521 will define improvements on SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge.

REGIONAL CONNECTIVITY
US 90 (Cervantes Street) connects to US 29 and I-10 on the east, and SR 295 on the west, providing east / west connective across the City of Pensacola and Escambia County.

PARALLEL FACILITIES
West Garden Street / West Navy Boulevard provide alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS
The Road Diet concept is supported by neighborhood groups to calm traffic and reduce the pedestrian fatalities that have occurred along this corridor. Bicycle corridor is preferred on parallel facility of West Jackson Street if unable to be successfully incorporated into Road Diet.

TRANSIT
ECAT serves this facility, but many of the stops are not ADA compliant along Cervantes.

MAP ID 403

PROJECT NAME
SR 295 (W. Fairfield Dr.) - Corridor Management Plan/Complete Streets Study from US 98 to US 29

PURPOSE
The purpose of the project is to provide corridor management study for congestion and delay and safety improvement.

IMPROVEMENT
Corridor study to identify safety and multimodal improvements.

REGIONAL CONNECTIVITY
This project segment connects US 90 and New Warrington Road to SR 292 (North Pace Boulevard) with side streets and neighborhoods adjacent to the roadway, and connects two major roadways, North Palafox Street and North Davis Highway, together, and provides additional connects to side streets and neighborhoods.

PARALLEL FACILITIES
Massachusetts Avenue to the north runs parallel to the project segment from Mobile Highway to North Pace Boulevard.

BICYCLES AND PEDESTRIANS
There are discontinuous pedestrian facilities along the project segment. However, there are no bicycle facilities at this time. This has the potential to be added and enhanced through the Complete Streets study.

TRANSIT
Numerous ECAT Routes utilize the project segment. ECAT Route 1, Route 44, Route 59A run along the project segment from N Pace Boulevard to L Street. From L Street to North Palafox Street, ECAT Route 32, Route 51, Route 60, Route 52, Route 45, Route 59A, and Route 61 utilize the project segment and continue onto connecting roadways and intersections.

MAP ID 404

PROJECT NAME
US 90 (Cervantes Street) USDOT RAISE 2024 Grant Corridor Study [FY-AL TPO FY25-29 TIP]

PURPOSE
Provide a Lane Elimination / Road Diet consistent with the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project. RAISE Grant and TIP Amendment (December 2024) to add design costs in FY 2024/2025 for Project ID 4553521- SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge, a corridor planning project, at a total cost of $4,872,791.

IMPROVEMENT
RAISE Grant for Project ID 4553521 will define improvements on SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge.

REGIONAL CONNECTIVITY
US 90 (Cervantes Street) connects to US 29 and I-10 on the east, and SR 295 on the west, providing east / west connective across the City of Pensacola and Escambia County.

PARALLEL FACILITIES
West Garden Street / West Navy Boulevard provides alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS
A Road Diet concept is supported by neighborhood groups to calm traffic and reduce the pedestrian fatalities that have occurred along this corridor. Bicycle corridor is preferred on parallel facility of West Jackson Street if unable to be successfully incorporated into Road Diet.

TRANSIT
ECAT serves this facility (routes 2 and 41), but many of the stops are not ADA compliant along Cervantes.

MAP ID 405

PROJECT NAME
17th Avenue – US 98 / Bayfront Parkway to US 90 (East Cervantes Street)

PURPOSE
The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal facilities and safety. This corridor will become more heavily used once construction is complete on the Pensacola Bay (Chappie James) Bridge. Capacity improvements are limited due to restricted right-of-way in a residential community and includes a notable restriction under the railroad ("Graffiti Bridge") crossing.

IMPROVEMENT
Create a Corridor Management Plan / Complete Streets Study

REGIONAL CONNECTIVITY
This project segment connects US 98 and Bayfront Parkway to US 90 (East Cervantes Street), as well as connecting neighborhood side streets to major roadways.

PARALLEL FACILITIES
To the west of the project segment, North 14th Avenue runs from US 98 to US 90.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along the project segment with gaps in the network. There are no bicycle facilities at this time. With a Complete Streets study there is potential to enhance and add these facilities to the project segment.

TRANSIT
Currently there are no ECAT Routes that utilize the project segment.

MAP ID 406

PROJECT NAME
W. Jordan Street – North E Street to US 29 (North Palafox Street)

PURPOSE
The purpose of the project is to complete a corridor study for West Jordan Street for a Maxwell/Jordan two-way conversion to reduce traffic congestion and improve safety.

IMPROVEMENT
Create a Corridor Study – Maxwell / Jordan two-way conversion.

REGIONAL CONNECTIVITY
This project connects North E Street and US 29 to Pensacola High School as well as to the surrounding side streets and neighborhoods.

PARALLEL FACILITIES
There are many roadways to the south of the projects segment that run parallel such as West Hernandez Street.

BICYCLES AND PEDESTRIANS
There are some pedestrian facilities but no bicycle facilities along the project segment.

TRANSIT
Currently, ECAT Route 48 utilizes part of the project segment.

MAP ID 407

PROJECT NAME
SR 295 (Navy Boulevard) – SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance [MIRR Project 5.5.2]

PURPOSE
Study safety operational improvements such as drainage, curb and gutter, the addition of bicycle and pedestrian facilities, and access management of US 98/SR 30/Navy Boulevard from SR 295 to the Bayou Grande Bridge within the Warrington Community and the gateway to NAS Pensacola.

IMPROVEMENT
Conduct a corridor management / complete streets study to evaluate the need for capacity or other improvements.

REGIONAL CONNECTIVITY
This roadway segment is a part of the greater US 98/SR 30 corridor, which generally follows the gulf coast throughout the northwest Florida region. In Escambia County, US 98/SR 30 connects Alabama with the city of Pensacola. In addition, this segment of US 98/SR 30 links the Pensacola Naval Air Station with downtown Pensacola.

PARALLEL FACILITIES
To cross the Bayou Grande waterway, the nearest bridge is Gulf Beach Highway to the west.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit 59A, 2 and 1 serve this portion of the corridor and the adjacent area.

MAP ID 408

PROJECT NAME
SR 292 (Pace Boulevard) – South of W. McLeod Street to US 29

PURPOSE
The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT
Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY
The project segment connects a variety of side streets and neighborhoods.

PARALLEL FACILITIES
There are many roadways to the west and east that run parallel to the project segment, however not to the same extents the project segment does.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along the project segment but no bicycle facilities. There is potential to add and enhance these facilities after the completion of a corridor management plan and/or Complete Streets study.

TRANSIT
Primarily, ECAT Route 55 utilizes the project segment, but ECAT Route 64 and Route 48 utilize small portions of the project segment.

MAP ID 409

PROJECT NAME
CR 191 (Munson Highway) – SR 87 (Stewart Street) to TPO Boundary

PURPOSE
Corridor study for improvements and safety requested by NAS Whiting Field.

IMPROVEMENT
Create a Corridor study for multi modal improvements requested by NAS Whiting Field.

REGIONAL CONNECTIVITY
This project connects Milton to the northeast.

PARALLEL FACILITIES
There are no facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along the project segment. However, with the completion of a corridor study there is potential to add these facilities.

TRANSIT
Santa Rosa County does not currently have a public transportation system at this time.

MAP ID 410

PROJECT NAME
SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) from North W Street to SR 289 (Ninth Avenue)

PURPOSE
The purpose of the project a corridor study for safety, reduce traffic congestion, and to incorporate significant new construction for Baptist Hospital campus relocation.

IMPROVEMENT
Conduct a Corridor Study to determine if additional capacity or other improvements are needed.

REGIONAL CONNECTIVITY
This project segment connects the community of Brent with SR 98 (North Palafox Street) to SR 291 (Davis Highway), and to the Pensacola Christian School. This project also provides a connection over the CSX transportation railroad line. The corridor continues west to US 90 (Mobile Highway).

PARALLEL FACILITIES
To the north, Airport Boulevard connects Pensacola Boulevard to I-110 parallel to the project segment.

BICYCLES AND PEDESTRIANS
Currently there are some shoulder bicycle lanes, and pedestrian facilities along both sides of the project segment.

TRANSIT
New ECAT services are provided to the new Baptist Hospital.

MAP ID 411

PROJECT NAME
SR 89 (Dogwood Drive) Corridor Management Plan/Complete Streets Study from US 90 (Caroline Street) to SR 87 (Stewart Street)

PURPOSE
The purpose of the project is to complete a corridor study for SR 89 (Dogwood Drive) f to reduce traffic congestion and improve safety.

IMPROVEMENT
Create a Corridor Study – specific improvements to be determined.

REGIONAL CONNECTIVITY
This project connects US 90 in Milton with SR 87. Dogwood Drive is heavily travelled and serves as an important north/south corridor through Milton.

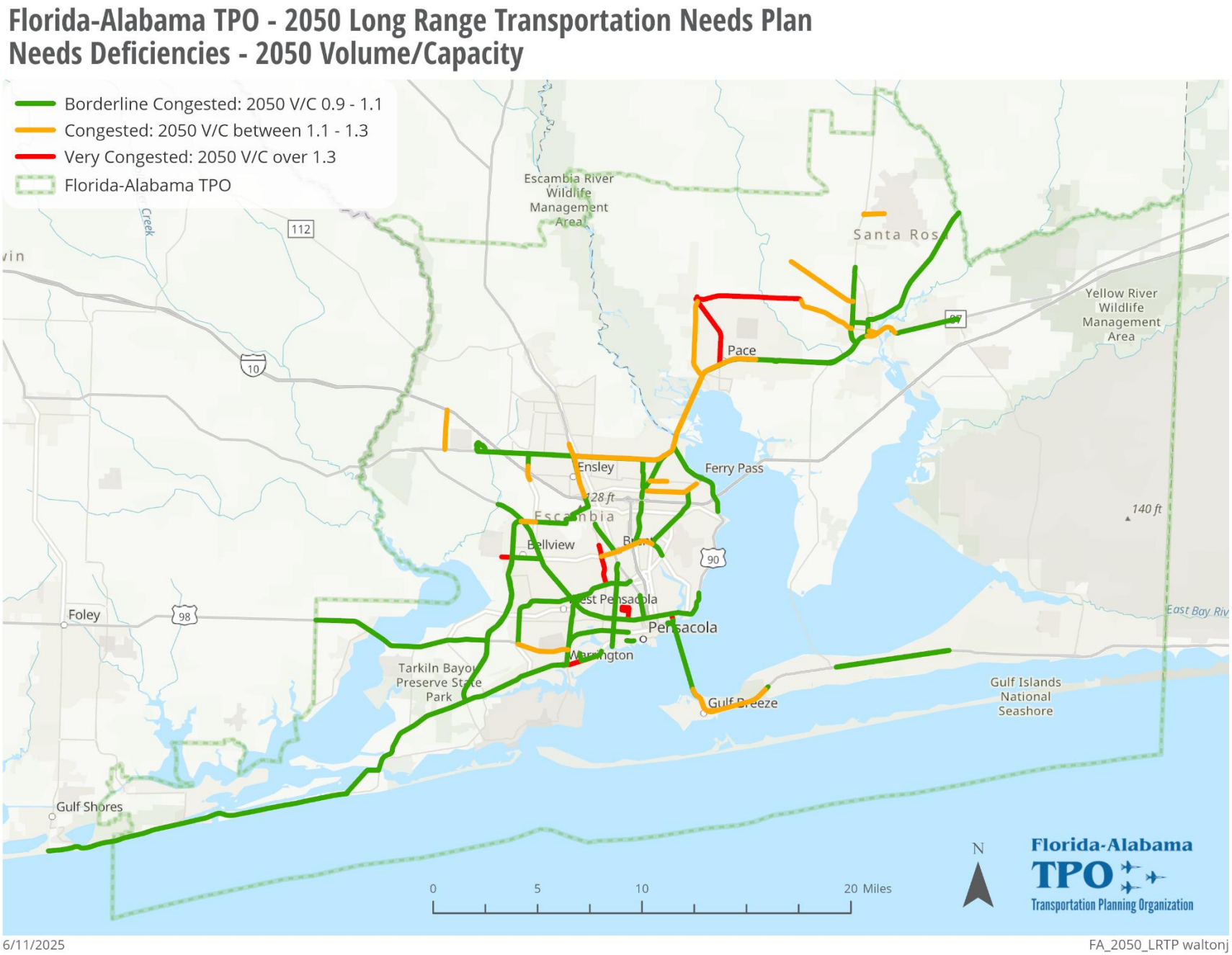
PARALLEL FACILITIES
SR 87 is the primary parallel facility.

BICYCLES AND PEDESTRIANS
Multi-modal improvements have been made and are present along portions of the corridor.

TRANSIT
None.

APPENDIX I – 2050 NEEDS PLAN DEFICIENCY MAP

2050 FLORIDA-ALABAMA DEFICIENCY MAP



APPENDIX J – RESOLUTION FL-AL 25-06 NEEDS PLAN

RESOLUTION FL-AL 25-06

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN NEEDS 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 Florida-Alabama TPO Long Range Transportation Plan 2050 Update, developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Florida-Alabama TPO approved the Long Range Transportation Plan (LRTP) 2050 Update Scope of Services on November 8, 2023; and

WHEREAS, three public workshops, a survey, and comment cards, were the techniques employed for the public to provide comments on the LRTP 2050 Needs Plan; and

WHEREAS, LRTP 2050 Needs Plan projects were endorsed by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry, and

WHEREAS, LRTP 2050 Needs Plan consists of multimodal projects;

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

The Florida-Alabama TPO approves the Needs Plan for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 14th day of May 2025.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

SAFE STREETS AND ROADS FOR ALL

SAFETY ACTION PLAN

EMERALD COAST REGIONAL COUNCIL

EMERALD COAST REGIONAL COUNCIL 2.0

DECEMBER 2024



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Acknowledgements

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- Allison Patton, City of Pensacola City Council
- Anna Hudson, Walton County
- Anthony Vallee, City of DeFuniak Springs City Council
- Bryant Paulk, Florida Department of Transportation
- Christy Johnson, Florida Department of Transportation
- Cliff Johnson, Bay County
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- Zakkiyyah "Zee" Osuigwe, Santa Rosa County

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Key Terms

Crash – A collision of a motor vehicle with another roadway user or fixed object. It may result in death, injury, or property damage. The collision may involve a single party or multiple parties.

High-Injury Network – A collection of streets and intersections where a disproportionate number of crashes resulting in someone being killed or severely injured (KSI) occurred.

KSI Crash – A crash resulting in death or serious injury.

Safe System Approach – The USDOT adopted approach to prevent death and serious injuries through proactive, safer transportation planning practices.

Serious Injury – A severe injury that is incapacitating or disabling that typically requires hospitalization and transport to a medical facility.

Vulnerable Road Users – A person utilizing the transportation network not traveling in a vehicle, and therefore at greater risk of fatality or serious injury in a crash. This includes, but not limited to, bicyclists, pedestrians, wheelchairs users, and people on scooters.

Abbreviations

FDOT: Florida Department of Transportation

FHWA: Federal Highway Administration

HIN: High Injury Network

KA CRASH: A crash resulting in death or serious injury.

KSI: Killed or Serious Injury

MPO: Metropolitan Planning Organization

TPO: Transportation Planning Organization

SAP: Safety Action Plan

SS4A: Safe Streets for All

VRU: Vulnerable Road Users

ECRC Safety Action Plan Self-Certification Eligibility Checklist

ELIGIBILITY

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions 3, 7, and 9 in this worksheet; and
- You can answer "YES" to at least four of the six remaining Questions, 1, 2, 4, 5, 6, and 8.

ACTION PLAN DOCUMENTS

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

DOCUMENT TITLE	LINK	DATE OF MOST RECENT UPDATE
ECRC Safe Streets and Roads for All Safety Action Plan		12/18/2024

ACTION PLAN COMPONENTS	YES/NO	PAGE NUMBER
1. Leadership Commitment and Goal Setting Are **BOTH** of the following true? • A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and • The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.	☑ YES ☐ NO	v
2. Planning Structure • To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	☑ YES ☐ NO	i 3-2 3-3
3. Safety Analysis Does the Action Plan include **ALL** of the following? • Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and, • A geospatial identification (geographic or locational data using maps) of higher risk locations.	☑ YES ☐ NO	2-3 2-6 2-14 to 2-27

ECRC Safety Action Plan Self-Certification Eligibility Checklist

4. Engagement and Collaboration Did the Action Plan development include **ALL** of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter-and intra-governmental cooperation and collaboration, as appropriate.	☑ YES ☐ NO	3-1 to 3-9
5. Equity Consideration Did the Action Plan development include **ALL** of the following? • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.	☑ YES ☐ NO	1-8 2-29 to 2-31 4-2 to 4-3
6. Policy and Process Changes Are **BOTH** of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	☑ YES ☐ NO	4-46 to 4-50
7. Strategy and Project Selections • Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?	☑ YES ☐ NO	4-2 to 4-3 4-22 to 4-27 4-28 to 4-45
8. Progress and Transparency Does the plan include **BOTH** of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	☑ YES ☐ NO	5-2
9. Action Plan Date • Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?	☑ YES ☐ NO	1-3

November 25, 2024

Emerald Coast Regional Council Board

Dear Members of the Emerald Coast Regional Council Board of Directors,

I am writing to express the Emerald Coast Regional Council's gratitude and enthusiasm for the ongoing implementation of the Emerald Coast Safety Action Plan, which has been made possible through our successful award of the Safe Streets and Roads for All (SS4A) grant under the Bipartisan Infrastructure Law (BIL). This discretionary program, with $5 billion in appropriated funds from 2022 to 2026, aims to prevent roadway deaths and serious injuries through targeted initiatives at the regional, local, and Tribal levels.

As a proud recipient of the SS4A grant, the ECRC, in partnership with the Florida-Alabama Transportation Planning Organization (FL-AL TPO), the Okaloosa-Walton Transportation Planning Organization (O-W TPO), and the Bay County Transportation Planning Organization (Bay County TPO), has produced a Safety Action Plan that will guide our collective efforts toward achieving the critical goal of zero fatalities and serious injuries on our roadways.

The plan was developed using a data-driven approach, integrating valuable input from stakeholders, the public, and a dedicated Task Force composed of experts from local organizations and agencies in fields such as transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking. This collaborative effort underscores our region's commitment to addressing the preventable crisis of roadway deaths.

We are excited about the next steps in implementing the ECRC Safety Action Plan throughout the ECRC and our partner TPO regions, as well as in our rural communities. Together, through thoughtful planning, collaboration, and dedicated action, we have the opportunity to make a significant impact on reducing roadway fatalities and injuries.

On behalf of the Emerald Coast Regional Council, I thank you for your continued support of this important program and look forward to working with each of you in ensuring its successful implementation.

Sincerely,

Kasey Cuchens

Kasey Cuchens, Chair
Emerald Coast Regional Council

RESOLUTION ECRC 2024-12
A RESOLUTION OF THE EMERALD COAST REGIONAL COUNCIL ADOPTING THE EMERALD COAST SAFETY ACTION PLAN

WHEREAS, the Emerald Coast Regional Council (ECRC) received a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation to develop a Safety Action Plan; and

WHEREAS, it is critical for ECRC to prioritize the Safety Action Plan to ensure the safety of pedestrians, cyclists, and road users of all ages and abilities; and

WHEREAS, fatal and severe crashes are preventable, and death and serious injury are currently an unacceptable coast on our roadway system; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 45% of all fatal traffic crashes and 28% of all severe injury crashes in the ECRC region between 2019 and 2023; and

WHEREAS, the U.S. Department of Transportation has adopted the Safe System approach and Florida Department of Transportation has adopted a Target Zero Initiative; and

WHEREAS, the Emerald Coast Regional Council (ECRC) and the Florida-Alabama, Okaloosa-Walton, and Bay County Transportation Planning Organizations have adopted a Vision Zero goal; and

WHEREAS, the Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking;

NOW, THEREFORE, BE IT RESOLVED by the Emerald Coast Regional Council that:

ECRC adopts the Emerald Coast Safety Action Plan, which outlines detailed strategies and countermeasures to eliminate fatalities and serious injuries along the High Injury Network.

ECRC adopts the Vision Zero goal of eliminating traffic deaths and severe injuries in the ECRC region by December 31, 2025.

Duly passed and adopted by the Emerald Coast Regional Council on this 12th day of December 2024.

EMERALD COAST REGIONAL COUNCIL

BY: Karen Cuchens

Karen Cuchens, Chair

ATTEST: _____

Kandase Lee, ECRC Chief Executive Officer

EMERALD COAST REGIONAL COUNCIL 2.0

Florida-Alabama
TPO
Transportation Planning Organization

Steven Barry
Chairman

Charles
Gruber
Vice Chairman

P.O. Box 11399 Pensacola, FL 32524-1399
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November 25, 2024

Karen Cuchens, Chair
Emerald Coast Regional Council
P O Box 11399
Pensacola, FL 32502

Dear Chair Cuchens:

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over five (5) years, 2022-2026. The SS4A program funds regional, local, Tribal initiatives through grants to prevent roadway deaths and serious injuries.

As a recipient of an SS4A grant, the Emerald Coast Regional Council (ECRC) working in conjunction with Florida-Alabama Transportation Planning Organization (FL-AL TPO), produced a Safety Action Plan. The Safety Action Plan will guide the ECRC and the TPOs efforts to achieve the target of zero fatalities and serious injuries. The FL-AL TPO, the U.S. Department of Transportation and the Florida Department of Transportation have adopted a Vision Zero goal.

The Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking.

The FL-AL TPO expresses gratitude and excitement for implementation of the ECRC Safety Action Plan throughout the Florida-Alabama TPO region and rural communities. With the Safety Action Plan, communities can address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

Sincerely,

Commissioner Steven Barry, Chair
Florida-Alabama Transportation Planning Organization

RESOLUTION FL-AL 24-34

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ACCEPTING THE EMERALD COAST SAFETY ACTION 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 State of Florida, and State of Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the FL-AL TPO Planning Area; and

WHEREAS, it is critical for the TPO to prioritize the Safety Action Plan to ensure the safety of pedestrians, cyclists, and road users of all ages and abilities; and

WHEREAS, fatal and severe crashes are preventable, and death and serious injury are currently an unacceptable coast on our roadway system; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 49% of all fatal traffic crashes and 31% of all severe injury crashes in the Florida-Alabama TPO area between 2019 and 2023; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 45% of all fatal traffic crashes and 28% of all severe injury crashes in the ECRC region between 2019 and 2023; and

WHEREAS, the TPO adopts annual safety performance measures as part of the federally required safety performance measures; and

WHEREAS, the U.S. Department of Transportation has adopted the Safe System approach and Florida Department of Transportation has adopted a Target Zero Initiative; and

WHEREAS, the Emerald Coast Regional Council (ECRC) and the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs have adopted a Vision Zero goal; and

WHEREAS, the Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking;

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

- The TPO accepts the Emerald Coast Safety Action Plan, which outlines detailed strategies and countermeasures to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 11th day of December 2024.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

Okaloosa-Walton
Transportation Planning
Organization
OWTPO

Anthony Vallee
Chairman

Bobby Wagner
Vice Chairman

P.O. Box 11399 • Pensacola, FL 32524-1399
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November 25, 2024

Karen Cuchens, Chair
Emerald Coast Regional Council
P O Box 11399
Pensacola, FL 32502

Dear Chair Cuchens:

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over five (5) years, 2022-2026. The SS4A program funds regional, local, Tribal initiatives through grants to prevent roadway deaths and serious injuries.

As a recipient of an SS4A grant, the Emerald Coast Regional Council (ECRC) working in conjunction with Okaloosa – Walton Transportation Planning Organization (O-W TPO), produced a Safety Action Plan. The Safety Action Plan will guide the ECRC and the TPOs efforts to achieve the target of zero fatalities and serious injuries. The O-W TPO, the U.S. Department of Transportation and the Florida Department of Transportation have adopted a Vision Zero goal.

The Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking.

The O-W TPO expresses gratitude and excitement for implementation of the ECRC Safety Action Plan throughout the Okaloosa-Walton TPO region and rural communities. With the Safety Action Plan, communities can address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

Sincerely,

Councilmember Anthony Vallee, Chair
Okaloosa-Walton Transportation Planning Organization

RESOLUTION O-W 24-17

A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ACCEPTING THE EMERALD COAST SAFETY ACTION PLAN

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Okaloosa-Walton TPO planning area; and

WHEREAS, it is critical for the TPO to prioritize the Safety Action Plan to ensure the safety of pedestrians, cyclists, and road users of all ages and abilities; and

WHEREAS, fatal and severe crashes are preventable, and death and serious injury are currently an unacceptable coast on our roadway system; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 48% of all fatal traffic crashes and 29% of all severe injury crashes in the Okaloosa-Walton TPO area between 2019 and 2023; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 45% of all traffic fatalities and 28% of all severe injury crashes in the ECRC region between 2019 and 2023; and

WHEREAS, the TPO adopts annual safety performance measures as part of the federally required safety performance measures; and

WHEREAS, the U.S. Department of Transportation has adopted the Safe System approach and Florida Department of Transportation has adopted a Target Zero Initiative; and

WHEREAS, the Emerald Coast Regional Council (ECRC) and the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs have adopted a Vision Zero goal; and

WHEREAS, the Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking;

NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:

- The TPO accepts the Emerald Coast Safety Action Plan, which outlines detailed strategies and countermeasures to eliminate fatalities and serious injuries along the High Injury Network in the Okaloosa-Walton TPO area.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization on this 12th day of December 2024.

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Anthony Vallee, Chair

ATTEST: _____

Bay County TPO

Pamn Henderson
Chair

Robert Carroll
Vice Chair

P.O. Box 11399 Pensacola, FL 32524-1399
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.ecrc.org

November 25, 2024

Karen Cuchens, Chair
Emerald Coast Regional Council
P O Box 11399
Pensacola, FL 32502

Dear Chair Cuchens:

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over five (5) years, 2022-2026. The SS4A program funds regional, local, Tribal initiatives through grants to prevent roadway deaths and serious injuries.

As a recipient of an SS4A grant, the Emerald Coast Regional Council (ECRC) working in conjunction with Bay County Transportation Planning Organization (Bay County TPO), produced a Safety Action Plan. The Safety Action Plan will guide the ECRC and the TPOs efforts to achieve the target of zero fatalities and serious injuries. The Bay County TPO, the U.S. Department of Transportation and the Florida Department of Transportation have adopted a Vision Zero goal.

The Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking.

The Bay County TPO expresses gratitude and excitement for implementation of the ECRC Safety Action Plan throughout the Bay County TPO region and rural communities. With the Safety Action Plan, communities can address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

Sincerely,

Pamn Henderson

Mayor Pamn Henderson, Chair
Bay County Transportation Planning Organization

RESOLUTION BAY 24-24

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ACCEPTING THE EMERALD COAST SAFETY ACTION PLAN

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of the State of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, it is critical for the TPO to prioritize the Safety Action Plan to ensure the safety of pedestrians, cyclists, and road users of all ages and abilities; and

WHEREAS, fatal and severe crashes are preventable, and death and serious injury are currently an unacceptable cost on our roadway system; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 47% of all fatal traffic crashes and 35% of all severe injury crashes in the Bay County TPO area between 2019 and 2023; and

WHEREAS, pedestrians, bicyclists, and motorcyclists represent the most vulnerable road users and represent approximately 45% of all fatal traffic crashes and 28% of all severe injury crashes in the ECRC region between 2019 and 2023; and

WHEREAS, the TPO adopts annual safety performance measures as part of the federally required safety performance measures; and

WHEREAS, the U.S. Department of Transportation has adopted the Safe System approach and Florida Department of Transportation has adopted a Target Zero Initiative; and

WHEREAS, the Emerald Coast Regional Council (ECRC) and the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs have adopted a Vision Zero goal; and

WHEREAS, the Emerald Coast Safety Action Plan was developed with a data driven approach along with input from stakeholders, members of the public, and a multi-disciplinary Task Force comprised of representatives from local organizations and agencies with expertise in transportation, roadway engineering, law enforcement, emergency response, equity, transit, biking, and walking;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

- The TPO accepts the Emerald Coast Safety Action Plan, which outlines detailed strategies and countermeasures to eliminate fatalities and serious injuries along the High Injury Network in the Bay County TPO area.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 9th day of December 2024.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chair

ATTEST:

CHAPTER 1

CREATING SAFER STREETS FOR THE EMERALD COAST



Introduction

Roadway crashes are often understood as an unavoidable part of life in the United States. Crashes are frequently described using terms that reinforce this belief, and are commonly referred to as "accidents," perpetuating the idea that a crash is a tragic individual mistake. Though traffic crashes are rarely intentional, this language ignores the fact that crashes are a result of a transportation system that is heavily reliant on individual vehicles and prioritizes efficiency and congestion management over safety and multimodal transportation.

This is a national, state, and regional issue. In the US, over 40,000 people die every year in vehicle crashes. Over 3,500 people die in crashes each year in Florida alone.

In the Emerald Coast region, there were **3,973 fatal and serious injury crashes** in the last five years that resulted in:

Nearly **4,000** **people seriously injured**

Nearly **1,000** **people killed**

These numbers represent real people – **family, friends, neighbors, coworkers** – whose lives are lost or permanently impacted by roadway crashes. **Even one death or serious injury is too many.** Within the Emerald Coast, leaders and citizens have decided that a system that fails to prioritize human safety is unacceptable and does not serve the region's needs. **The Emerald Coast Regional Council (ECRC) dares to dream of a transportation system that is safe, connected, and efficient for all roadway users.**

NEWS

Walton crash kills 17-year-old 'good soul'

The victim was a senior at Deane Bozeman School

By Nathan Cobb | GateHouse Media Florida
Published 3:31 p.m. ET Aug. 19, 2019

SANTA ROSA BEACH — A Sunday night crash took the life of a 17-year-old high school student driving home from her job at a Destin restaurant.

Caroline Long was "a good soul who was doing her best in life," said a coworker who was with Long moments before she passed away.

"It started storming shortly before we left the building, and I knew she had a long drive home," Nicole Noriz, a 16-year-old Fort Walton Beach girl, wrote Monday on Facebook. "I just wanted her to be safe. I don't remember exactly what we were talking about, but I just remember telling her to be careful."

Source: Nathan Cobb, GateHouse Media Florida, NWF Daily News

NORTHWEST FLORIDA

UPDATE: Bicyclist identified in fatal crash with car on Fairfield Drive in Pensacola

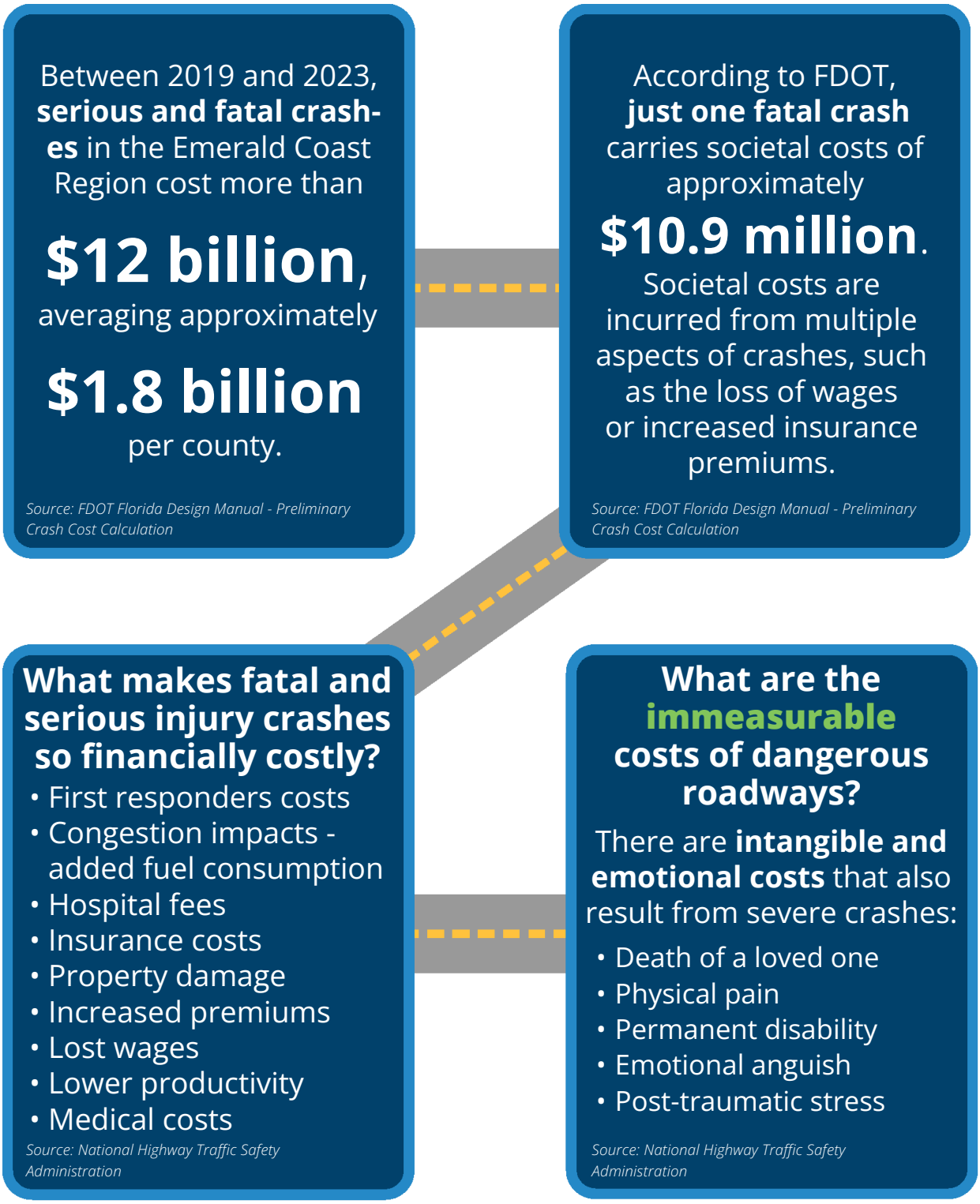
by: WKRG Staff
Posted: Dec 19, 2019 / 10:31 AM CST
Updated: Dec 19, 2019 / 10:14 PM CST



Source: WKRG Staff, WKRG News 5

Roadway crashes result in significant costs both intangible and monetary for communities throughout the country. We all can understand the personal anguish of being involved in a serious crash or knowing someone else who has been. We can empathize with friends and family who have lost someone. Lesser understood are the financial impacts of these crashes, which are often assumed to be taken on solely by individuals in the form of hospital bills, insurance premiums, or legal costs. However, there are significant societal costs that local governments and taxpayers incur. Some of these costs are described in **Figure 1**.

FIGURE 1: FINANCIAL AND INTANGIBLE COSTS OF CRASHES



With all of this in mind, the ECRC has adopted a position of zero roadway deaths and fatalities moving forward, and will continue to push toward achieving this goal as soon as possible. This is reflected in each TPO and Long Range Transportation Plans that have been adopted in the region. To meet requirements of the Safe Streets and Roads for All Program and reflect the region's commitment, the ECRC has formally adopted an ambitious goal of zero roadway fatalities by December 31, 2025.



State Road 30A in Walton County.

The Safety Action Plan outlines current conditions in the region's transportation network and highlights the most dangerous roadway locations. This information is used to forge the path forward and recommend actionable strategies to reduce fatalities and serious injuries.

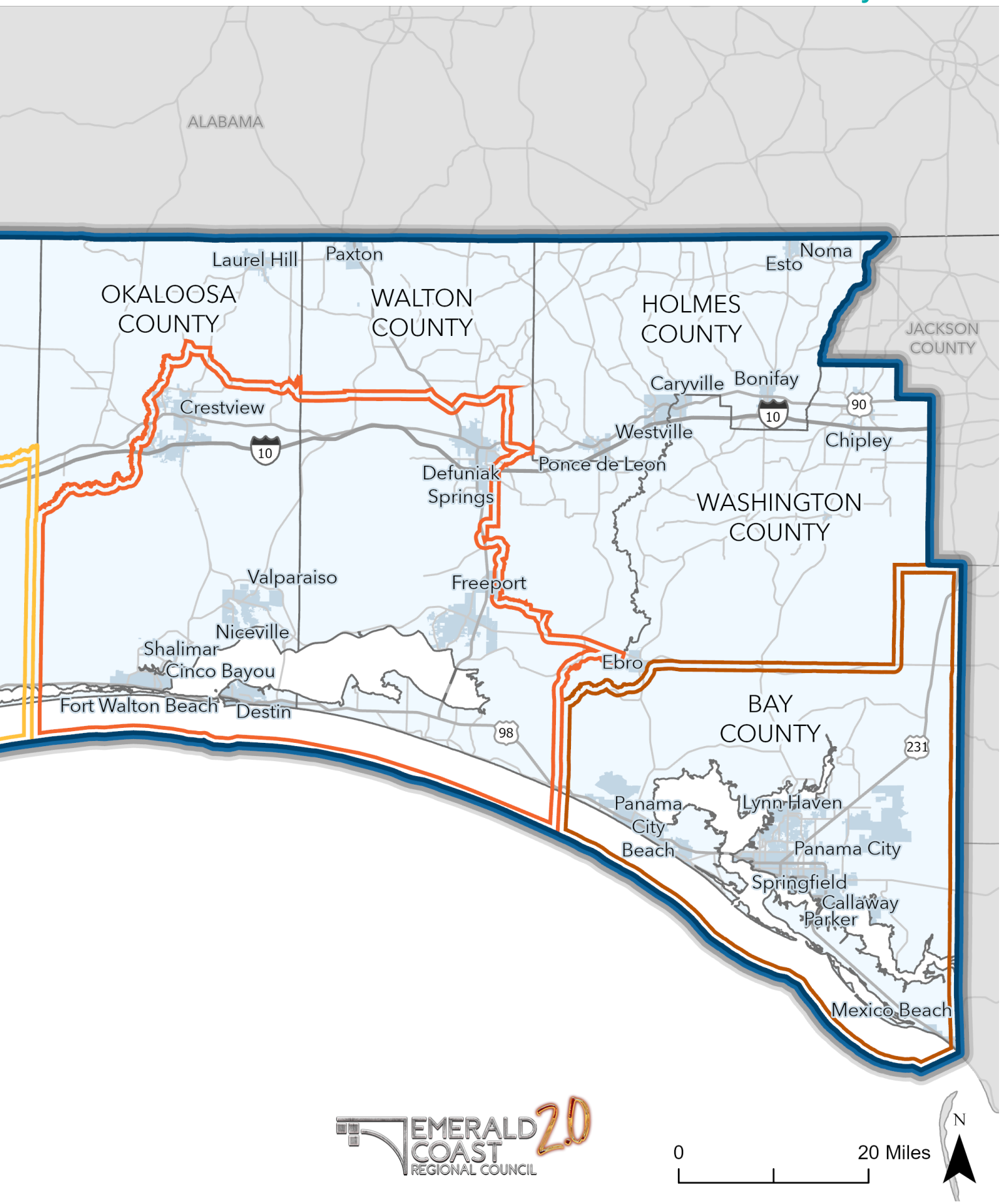
This Safety Action Plan centers around Florida's Emerald Coast region and is representative of one regional council, three transportation planning organizations, seven counties, and over a million residents. **Map 1** is a map of the ECRC Region. The ECRC aims to provide a safer, more connected, and more efficient roadway network for all.



Emerald Coast Regional Council

- ECRC Boundary
- ECRC Counties
- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO
- City Limits

MAP 1: EMERALD COAST REGIONAL COUNCIL JURISDICTION



How to Use this Plan

This plan can be utilized by stakeholders in a variety of ways, allowing all citizens of the Emerald Coast region to contribute to the ECRC's goal of zero traffic fatalities and serious injuries.

RESIDENTS of the ECRC can use this plan to better understand the intersections and corridors that are considered unsafe within their communities.

TPOs should use this plan to inform project priority lists and in the development of Long Range Transportation Plans (LRTPs) to promote a focus on roadway safety.

COMMUNITY GROUPS can use this knowledge to advocate for infrastructure improvements and enhanced planning measures in high crash and injury areas.

LOCAL JURISDICTIONS can utilize this plan to develop projects, identify funding, and allocate resources to address unsafe locations on the transportation network.

POLICYMAKERS AND ELECTED OFFICIALS should use this plan to inform the development of policies and programs that enhance roadway safety in their local communities.

LAW ENFORCEMENT AGENCIES can use this plan to better inform programming, for example when employing High Visibility Enforcement (HVE) tactics in areas with elevated levels of speeding, alcohol use, or distracted driving.

HOW ELSE CAN THIS PLAN BE USED?

To secure grant funds!

This Safety Action Plan is compliant with the USDOT Safe Streets and Roads for All (SS4A) Program, which opens the region up to opportunities for funding for future projects. In addition to SS4A, there are several other federal and state grant programs for which the projects in this plan are eligible.

Safe Streets and Roads for All SS4A

Safe Streets and Roads for All (SS4A) is a USDOT program that supports regional and local initiatives to prevent deaths and serious injuries within the transportation network. Planning, infrastructure, behavioral, and operational initiatives are all eligible for technical assistance and funding through SS4A. The SS4A program's goal of zero roadway deaths is informed by the Safe System Approach, which was developed by USDOT to guide the development of transportation projects and programs that prioritize human safety.

S | S
4 | A

U.S. Department of Transportation

Need for a Safety Action Plan in the Emerald Coast

In recent years, the Emerald Coast region's transportation system has become increasingly dangerous. Of the Florida Department of Transportation (FDOT) District 3 Top 40 High Crash Corridors, 30 of these corridors are located within the Emerald Coast region. Fatal and serious injury crashes in the region occur frequently. Within the region's transportation network, there is a fatality rate of 18.7 deaths per 100,000 people, higher than Florida's state average of 15.9 deaths per 100,000 people.



Between 2019 to 2023, there were more than 135,000 crashes in the Emerald Coast region, ranging in severity. Of these crashes, 901 resulted in a fatality and 3,072 resulted in a serious injury, totaling nearly 4,000 crashes that permanently altered lives or cut them short.

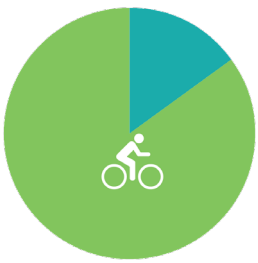


Of the nearly 4,000 fatal and serious injury crashes that occurred between 2019 and 2023, 730 crashes involved vulnerable road users (VRUs) such as pedestrians, bicyclists, and motorcyclists. VRUs involved in a crash are more likely to be killed or seriously injured than people traveling in vehicles because they have little protection, if any, to absorb the impact of a collision. Of all pedestrian, bicyclist, and motorcyclist crashes that occurred in the region during this five-year period, 53% resulted in a fatality or serious injury.

FIGURE 2: PROPORTION OF BICYCLE, PEDESTRIAN, AND MOTORCYCLE CRASHES THAT RESULTED IN A FATALITY OR SERIOUS INJURY



32%
of pedestrian crashes resulted in a fatality or serious injury

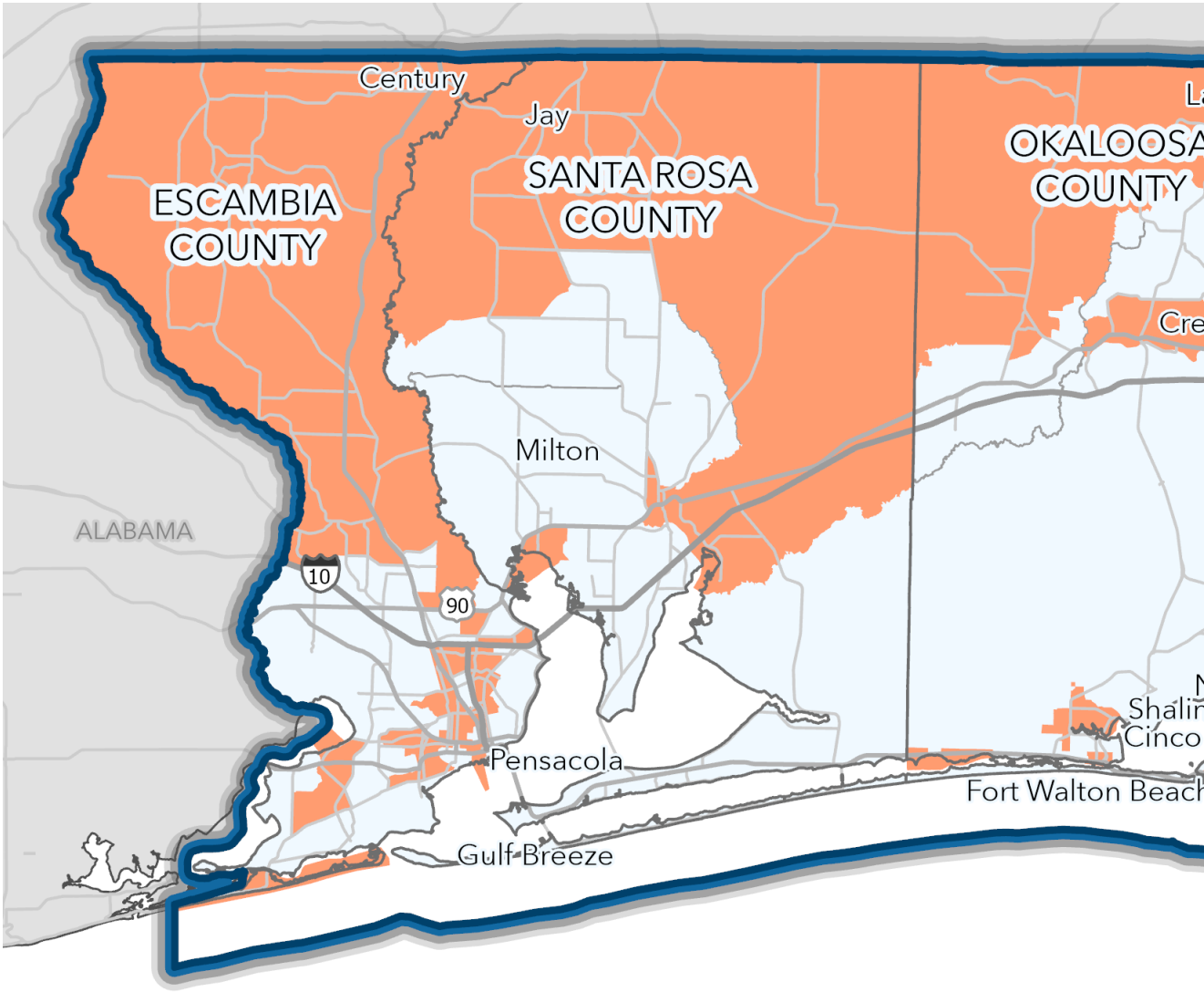


15%
of bicycle crashes resulted in a fatality or serious injury



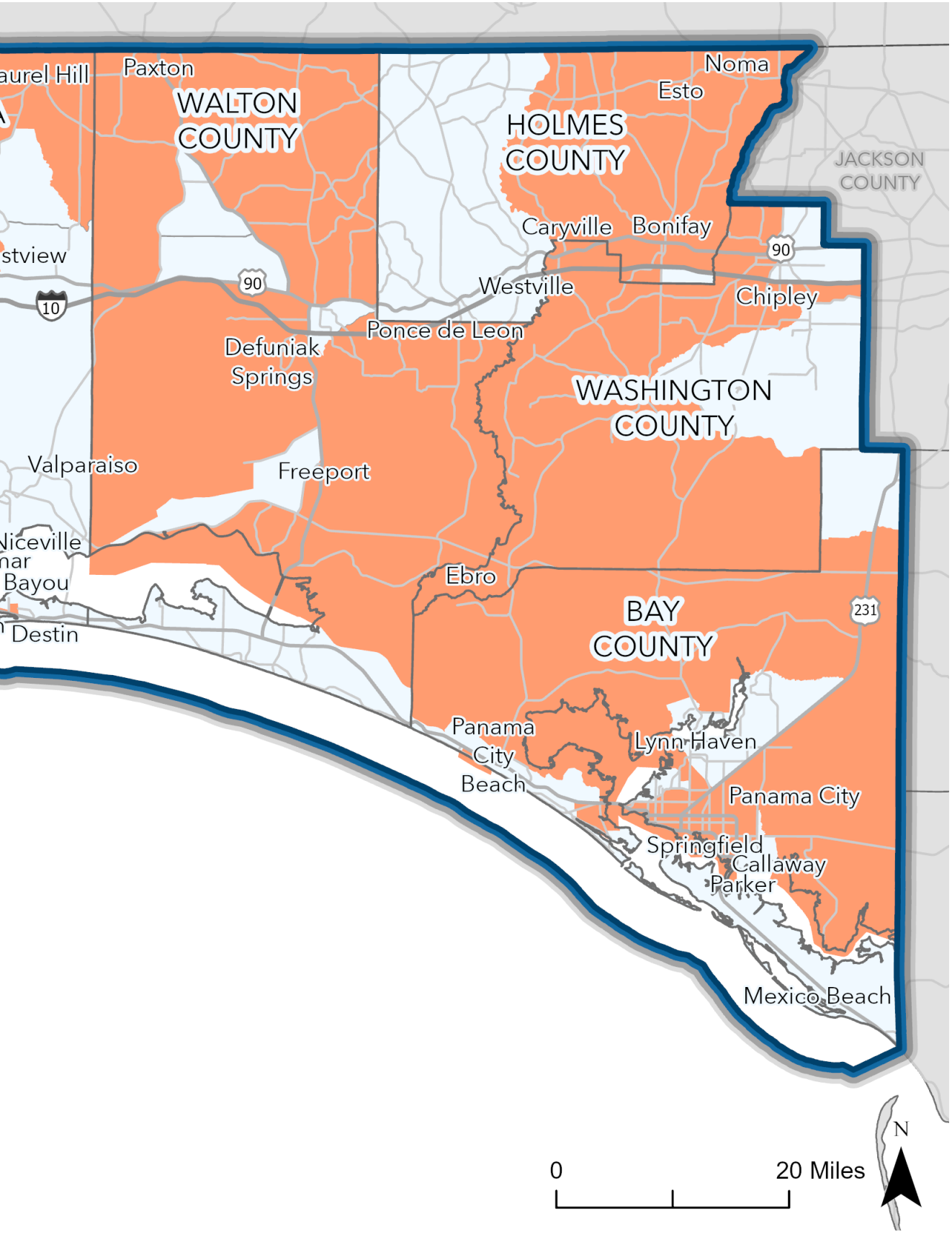
6%
of motorcycle crashes resulted in a fatality or serious injury

Roadway crashes alone are not the region's only safety concern. The ECRC is also committed to ensuring that r
have historically been underserved. According to the United States Department of Transportation's (USDOT) Ec
Tract identified as Transportation Disadvantaged. **Map 2** shows the Transportation Disadvantaged Census Trac



esources are equitably distributed and that roadway safety issues are adequately addressed in areas that quitable Transportation Community (ETC) Explorer, 37% of the ECRC's population is located within a Census cts in the ECRC. An Equity Analysis was conducted as part of the development of this plan.

MAP 2: TRANSPORTATION DISADVANTAGED CENSUS TRACTS

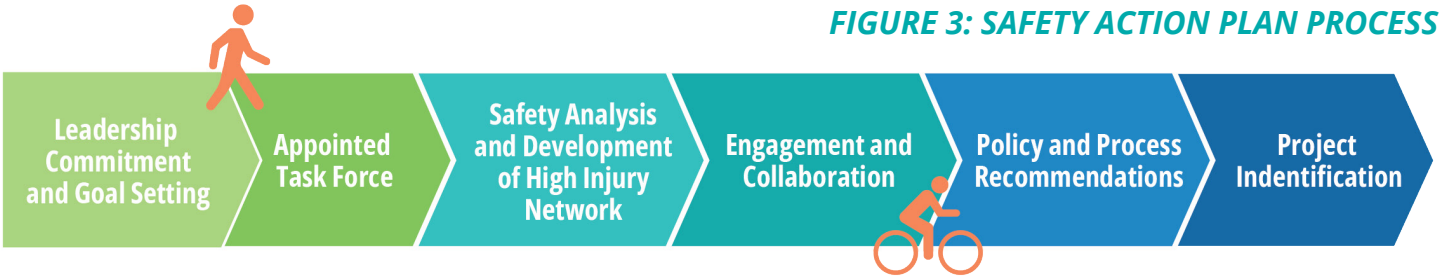


Overview of Process

The development of this Safety Action Plan involved a multi-step approach to ensure the process was smooth and accurately met the region's goals and visions for a safe and efficient transportation system. The Safety Action Plan process is outlined in **Figure 3** below.

The Action Plan was first initiated through leadership commitment and goal setting, which ensured a public commitment to a goal of zero roadway fatalities and serious injuries. This was followed by the formation of an appointed Task Force to assist with plan development, implementation, and monitoring. Following the appointment of the Task Force, a safety analysis was completed that informed the development of the High Injury Network (HIN). Following the development of the HIN, public meetings were held to engage members of the public, encourage collaboration, and allow opportunities for feedback. This feedback was utilized to inform policy and process recommendations that will be implemented to improve safety for all modes of transportation. Finally, projects were developed to address safety concerns on the region's most dangerous roadways. These identified projects incorporate stakeholder input, public feedback, data driven evidence, and equity considerations. Identified projects form the basis for future planning activities that will fortify roadway safety in the region.

FIGURE 3: SAFETY ACTION PLAN PROCESS



The Safe System Approach

The Safe System Approach informed the development of this plan by providing a framework for analyzing and addressing roadway safety risks and human vulnerabilities within the Emerald Coast region.

The Safe System Approach aims to simplify the complexities associated with roadway safety into a singular goal of saving lives and protecting roadway users. By prioritizing risk mitigation and accounting for human error and vulnerabilities, the Safe System Approach informs policies and programs by asserting that fatal and serious injury crashes can be prevented through safer transportation planning practices.

The Safe System Approach is comprised of five objectives and six principles that are foundational to the protection of roadway users. These are shown in **Figure 4**.

FIGURE 4: SAFE SYSTEM APPROACH PRINCIPLES AND OBJECTIVES



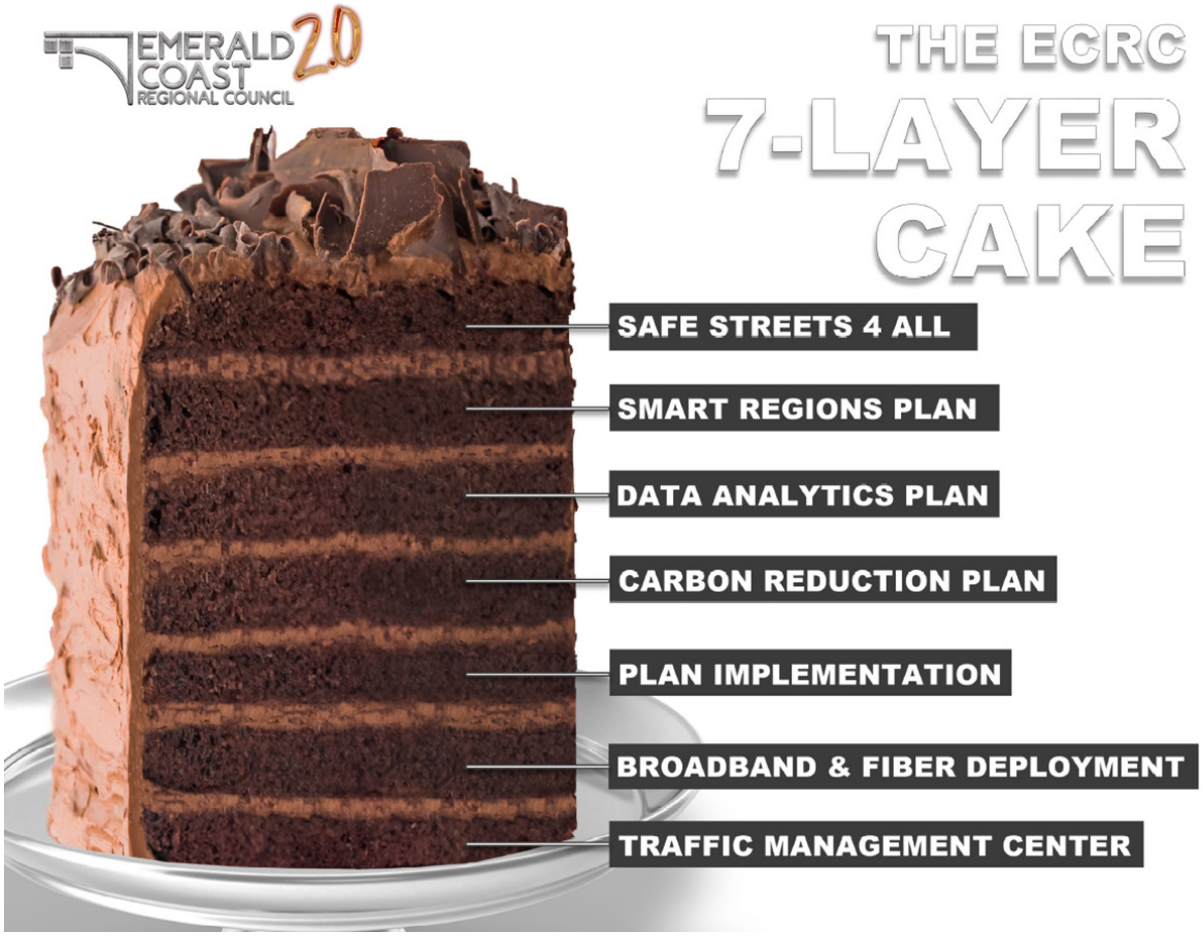
Safety and the 7-Layer Cake

The ECRC recognizes that the elimination of deaths and serious injuries within the region's transportation system will require a multifaceted approach that includes overlap between a variety of plans and programs. In Spring 2024, the ECRC unveiled the 7-Layer Cake initiative that combines seven plans to modernize the transportation system throughout the region with a heavy emphasis on safety and technology deployment. **Figure 5** shows the components of the ECRC 7-Layer Cake initiative. The ECRC Safety Action Plan is the top layer of the cake, supported by other regionally focused plans, including:

- **The Smart Regions Plan** – Identifies transportation technology infrastructure that will enhance roadway safety, mobility, and efficiency throughout the region.
- **The Data Analytics Plan** – Utilizes the technology infrastructure identified in the Smart Regions Plan to determine software needs for real-time transportation information processing to enhance safety, reduce congestion, and enhance quality of life.
- **The Carbon Reduction Plan** – Identifies regional technology projects that will lower carbon emissions throughout the region, alleviate congestion, and improve mobility for all roadway users.

These plans will then be supported by foundational implementation initiatives related to long-range transportation plan integration, broadband and fiber deployment on the network, and ultimately, the construction and set up of a regional Transportation Management Center.

FIGURE 5: ECRC 7-LAYER CAKE INITIATIVE



CHAPTER 2

UNDERSTANDING THE CURRENT SYSTEM:

SAFETY ANALYSIS



Understanding Crash Trends

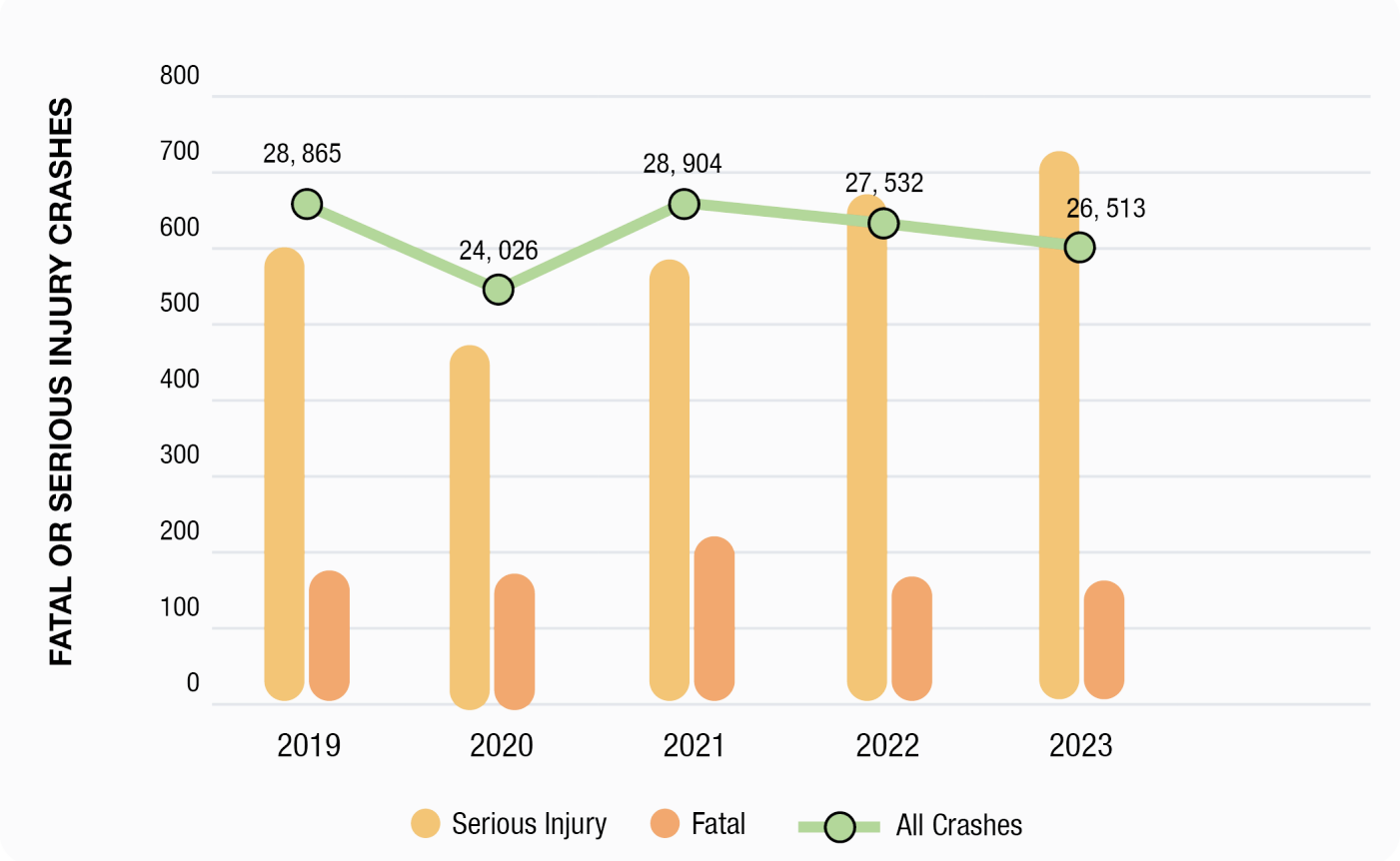
As part of the development of this Safety Action Plan, crash data was obtained to paint a picture of the current state of roadway safety in the region. This analysis included a review of historical crash data from 2019 to 2023, looking at different factors including location, time of day, time of year, behavior, environmental circumstances, and the involvement of vulnerable road users. Key findings are detailed in this chapter, with the complete crash analysis by county and HIN methodology available in **Appendix 1**.

Historical Crash Data

From 2019 to 2023, 135,840 crashes occurred on roads throughout the seven counties in the ECRC Region. Approximately 3,973 of those crashes resulted in at least one fatality or serious injury, resulting in an average of approximately 795 fatal or serious injury crashes occurring in the Emerald Coast Region each year. These crashes have far-reaching effects on the lives of countless people.

Many communities saw a reduction in fatal and serious injury crashes during the height of the COVID-19 pandemic in 2020; fatal crashes increased slightly year-over-year in the Emerald Coast region despite a reduction in serious injury crashes and overall crashes. Since then, the number of serious injury crashes has increased each year. This pattern in crash data is depicted in **Figure 6** below. On the next page, **Figure 7** shows the region's total crashes and fatal and serious injury crashes by transportation mode.

FIGURE 6: TOTAL FATAL AND SERIOUS INJURY CRASHES IN ECRC REGION



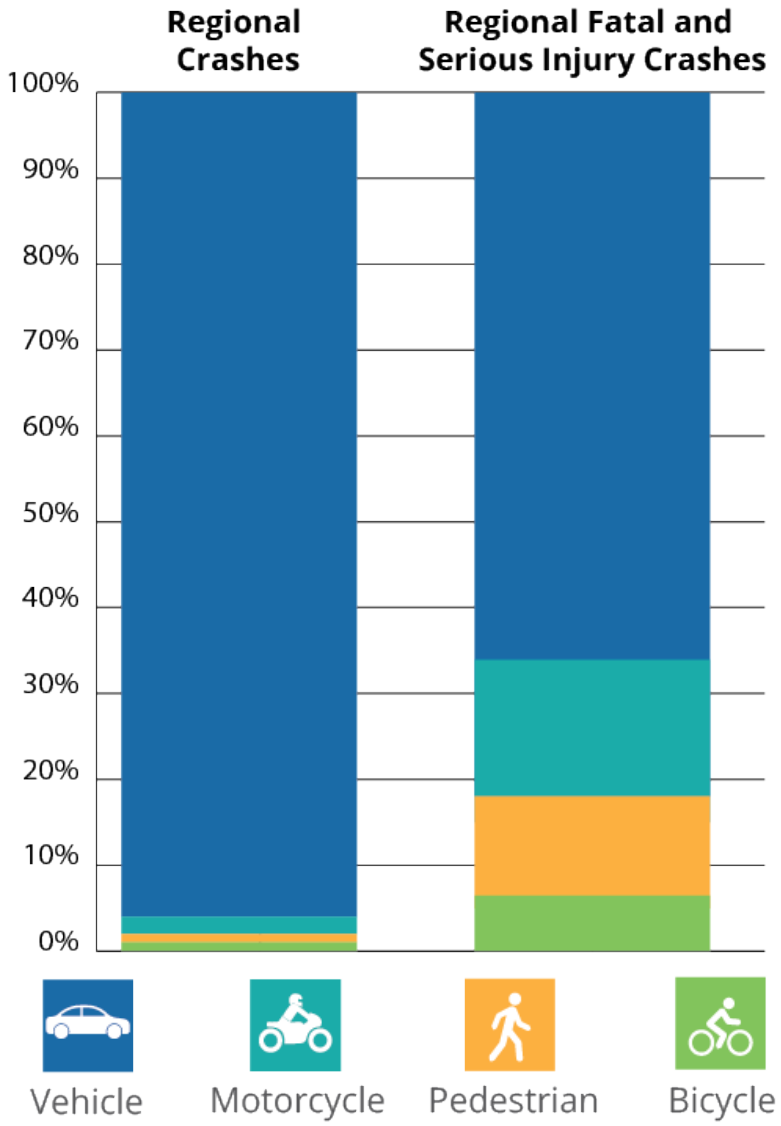
What is a serious injury crash?

A serious or severe injury crash results in an incapacitating injury, such as burns, lacerations, spinal cord injuries, or broken bones that require hospitalization. These are frequently life-altering injuries that affect a person's quality of life and reduce their ability to complete tasks they were able to do before the crash.

Why focus on fatal and serious injury crashes?

It is essential to focus on fatal and serious injury crashes because even one death on our transportation network is too many. Emphasizing these types of crashes can help our community reduce the adverse effects of crashes on our roadways and prioritize and protect the lives and well-being of all users, regardless of the mode they choose to use.

FIGURE 7: ECRC REGION TOTAL CRASHES AND FATAL AND SERIOUS INJURY CRASHES BY TRANSPORTATION MODE



What is a KSI crash?

A crash resulting in a person being **killed (K)** or **seriously injured (SI)**.

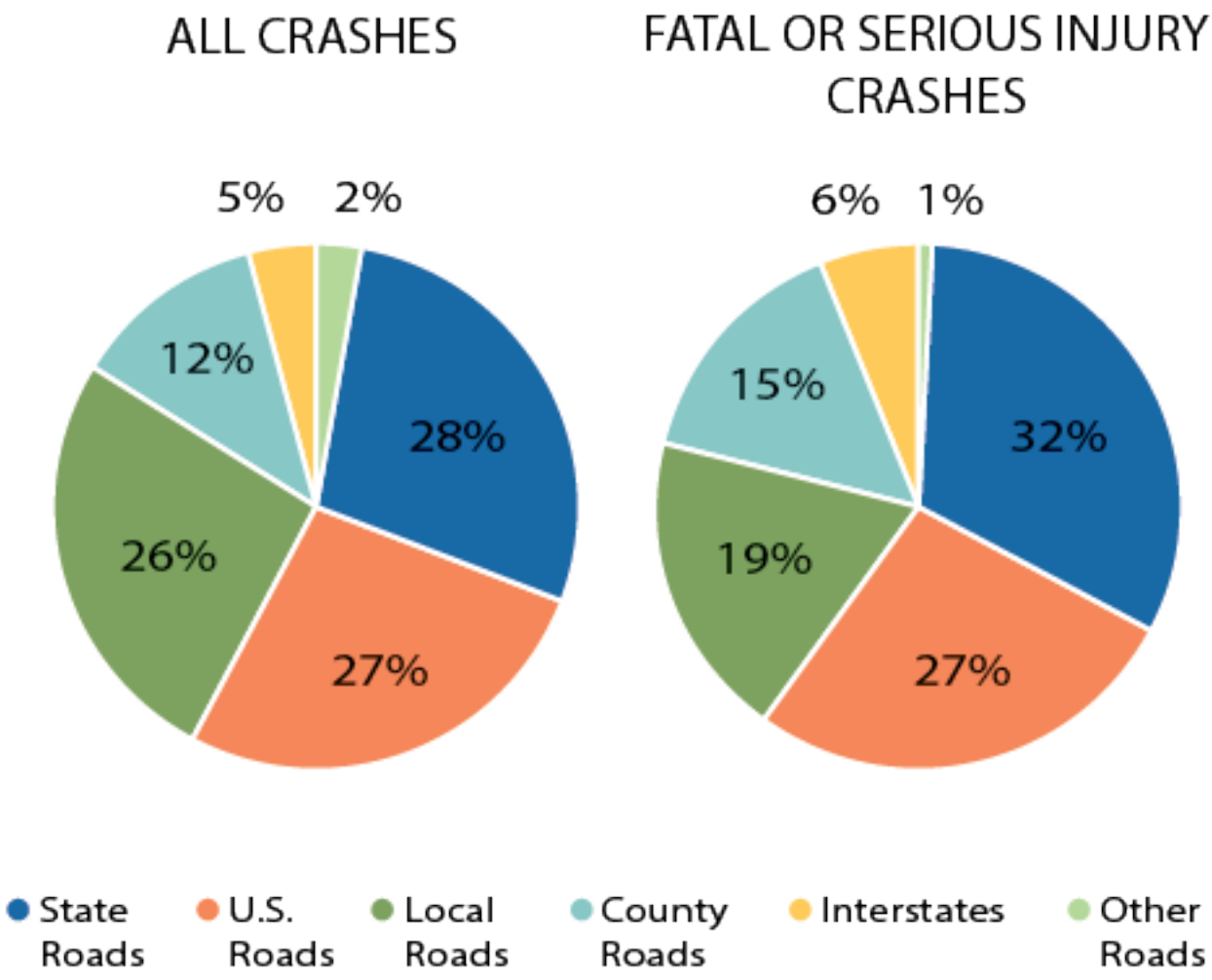
The acronym **"KSI"** is prevalent in crash reporting and data. **"KSI Crashes"** and **"Fatal and Serious Injury Crashes"** are used interchangeably in roadway safety planning and engineering. Both appear throughout this document.

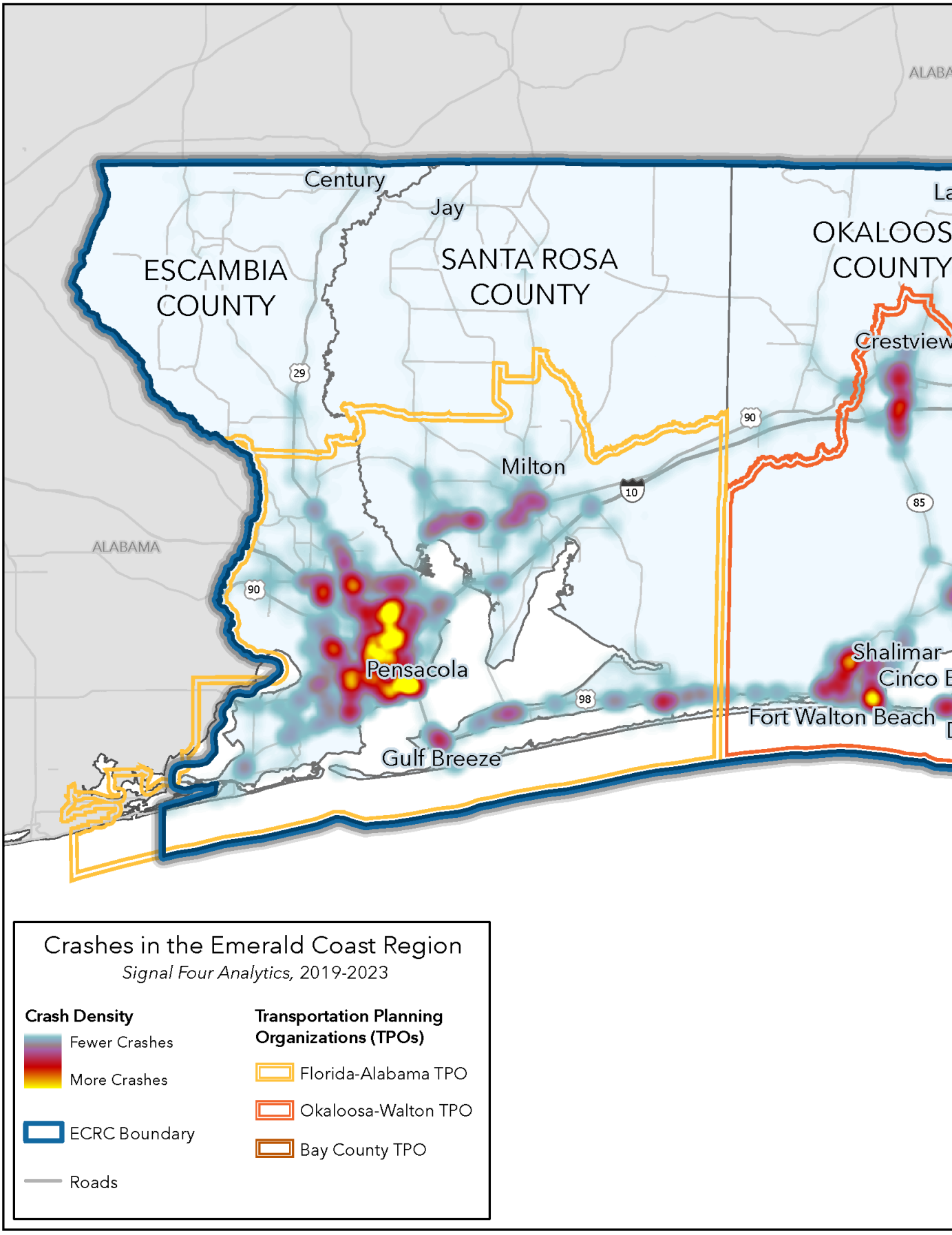
Crash Location

The distribution of crashes by road type from 2019 to 2023 indicates that five percent (5%) of crashes (6,220) occurred on interstate freeways, 55 percent (55%) of crashes (73,940) occurred on state roads (including U.S. routes), and 38 percent (38%) of crashes (51,622) occurred on local and county roads. Of the KSI crashes reported from 2019 to 2023, six percent (6%) (249) occurred on interstate freeways, 59 percent (59%) (2,357) occurred on state roads (including U.S. routes), and 34 percent (34%) (1,313) occurred on local and county roads. All other crashes are grouped into the "Other" category, which includes privately owned roadways. A detailed breakdown of this crash data by road type can be found in **Figure 8** below.

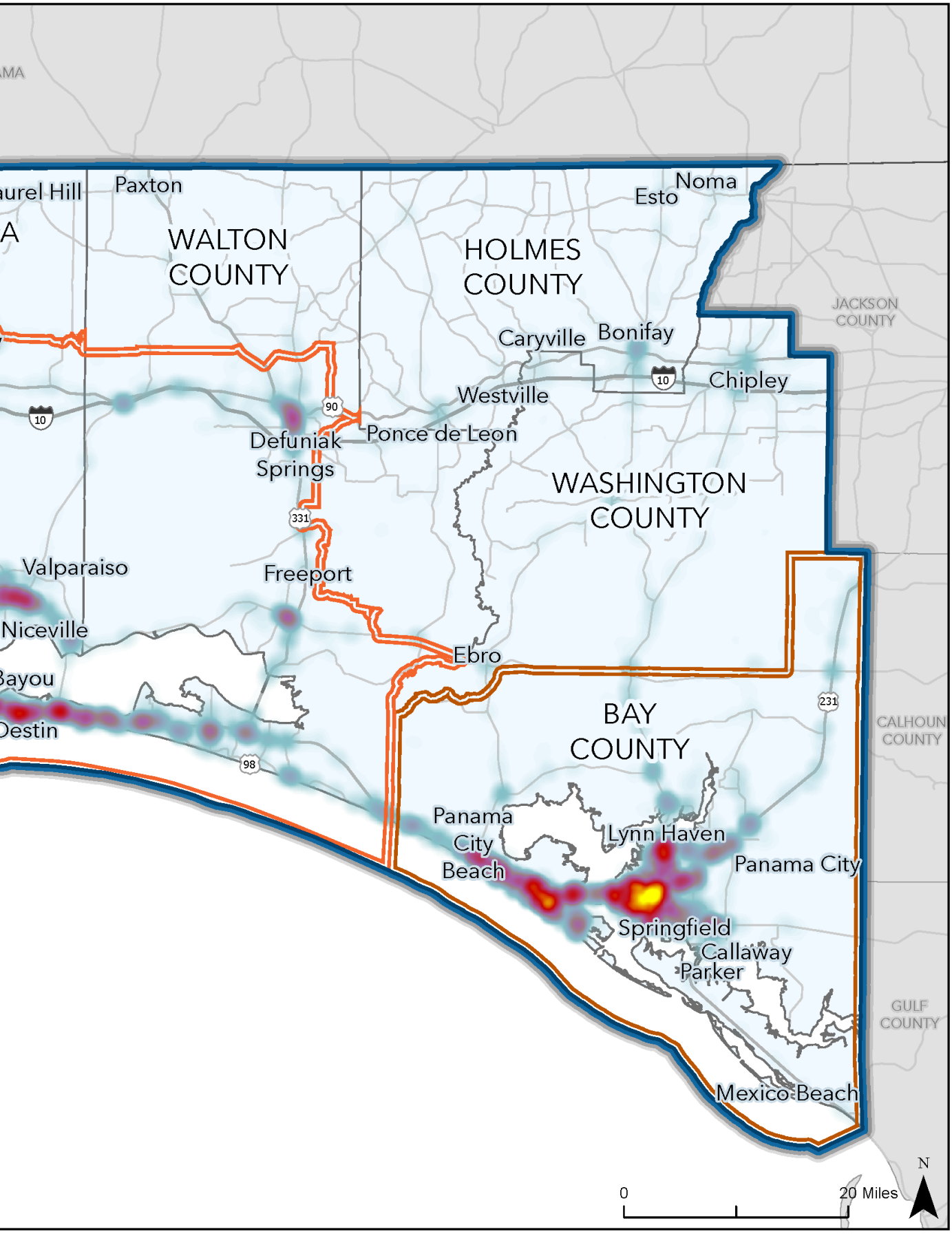
Approximately 31% of overall crashes (42,441) and 32% of KSI crashes (1,280) were classified as intersection related. On the following page, **Map 3** is a heat map of all crashes in the ECRC region.

FIGURE 8: ECRC REGION TOTAL CRASHES AND FATAL AND SERIOUS INJURY CRASHES BY ROAD TYPE




Century
Jay
ESCAMBIA COUNTY
SANTA ROSA COUNTY
OKALOOSA COUNTY
Crestview
Milton
ALABAMA
Pensacola
Shalimar
Fort Walton Beach
Gulf Breeze
29
90
10
85
98
Crashes in the Emerald Coast Region
Signal Four Analytics, 2019-2023
Crash Density
Fewer Crashes
More Crashes
ECRC Boundary
Roads
Transportation Planning Organizations (TPOs)
Florida-Alabama TPO
Okaloosa-Walton TPO
Bay County TPO

MAP 3: REGION-WIDE CRASHES HEAT MAP



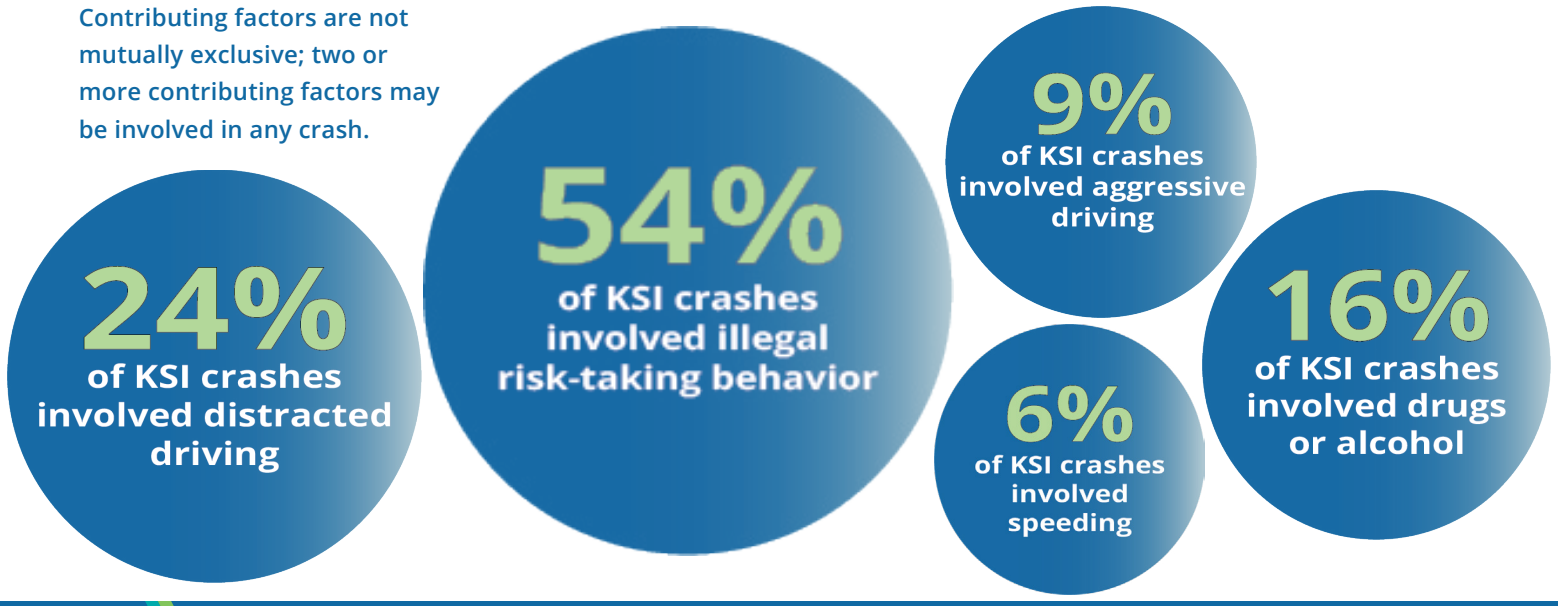
Crash Types and Contributing Factors

The most common crash types among the fatal and serious injury crashes reported in the five-year analysis period were off-road crashes and left-turn crashes. Each of these crash types accounted for approximately 16 percent (16%) of the fatal and serious injury crashes reported in the ECRC Region. Rear end crashes (14%), pedestrian crashes (11%), and angle crashes (9%) were the next most common crash types reported among fatal and serious injury crashes. **Table 1** compares the fatal and serious injury crash types to all crashes reported during the five-year analysis period.

TABLE 1: CRASH TYPE AND KSI CRASH TYPE BY PERCENTAGE

Crash Type	KSI Crashes	KSI %	All Crashes	All Crashes %
Left Turn	646	16%	16,665	12%
Off Road	619	16%	14,634	11%
Rear End	552	14%	49,633	37%
Other	453	11%	15,563	11%
Pedestrian	449	11%	1,409	1%
Angle	354	9%	11,229	8%
Rollover	263	7%	2,124	2%
Head On	237	6%	1,883	1%
Bicycle	178	4%	1,200	1%
Sideswipe	105	3%	13,669	10%
Unknown	63	2%	3,385	2%
Right Turn	32	1%	2,376	2%
Animal	22	1%	2,070	2%
Total	3,973	100%	135,840	100%

Contributing factors are not mutually exclusive; two or more contributing factors may be involved in any crash.



Environmental Circumstances

The environmental conditions during a crash can be informative of potential areas for improvement within the roadway network to better accommodate the traveling public. Environmental circumstances such as lighting, weather, and surface conditions were evaluated for the 3,973 fatal and serious injury crashes reported in the ECRC Region. **Table 2** summarizes the contributing circumstances as reported during the five-year analysis period.

TABLE 2: CRASH FREQUENCY BY ENVIRONMENTAL CONDITIONS

Light Conditions	2019	2020	2021	2022	2023	Total
Daylight	434	339	438	458	479	2,148
Dawn	14	14	12	8	13	61
Dusk	25	34	35	31	34	159
Dark - Lighted	107	96	124	128	130	585
Dark - Not Lighted	191	181	194	204	222	992
Other	6	5	5	0	12	20
Total	777	669	808	829	890	3,973

Surface Conditions	2019	2020	2021	2022	2023	Total
Dry	683	576	692	717	776	3,444
Wet	87	89	106	106	110	488
Other	7	4	10	6	4	31
Total	777	669	808	829	890	3,973

Weather Conditions	2019	2020	2021	2022	2023	Total
Clear	580	495	599	628	681	2,983
Cloudy	139	107	133	129	123	631
Rain	46	60	64	60	68	298
Other	12	7	12	12	18	61
Total	777	669	808	829	890	3,973

Approximately 45 percent (45%) of fatal and serious injury crashes reported in the ECRC Region during the five-year analysis period occurred under dark conditions (including dawn and dusk). Approximately 25 percent (25%) were coded as 'dark (not lighted)' indicating that there was no street or intersection lighting present at the location of the crash.

Approximately 13 percent (13%) of fatal and serious injury crashes reported in the ECRC region during the five-year analysis period occurred with wet surface conditions. Approximately 8 percent (8%) occurred during rainy weather conditions.

Temporal Patterns

The 3,973 fatal and serious injury crashes reported in the ECRC Region from 2019 to 2023 were evaluated for temporal patterns as well.

Figure 9 shows the monthly crash trends in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes Counties. The most common times for crashes were late spring and early fall, with October being the peak month for crashes in Escambia, Santa Rosa, Okaloosa, and Bay Counties. Walton County had the highest number of crashes in May, while Holmes County peaked in September. The fewest crashes were reported during December, January, and February.

FIGURE 10: DAILY KSI CRASH BY COUNTY

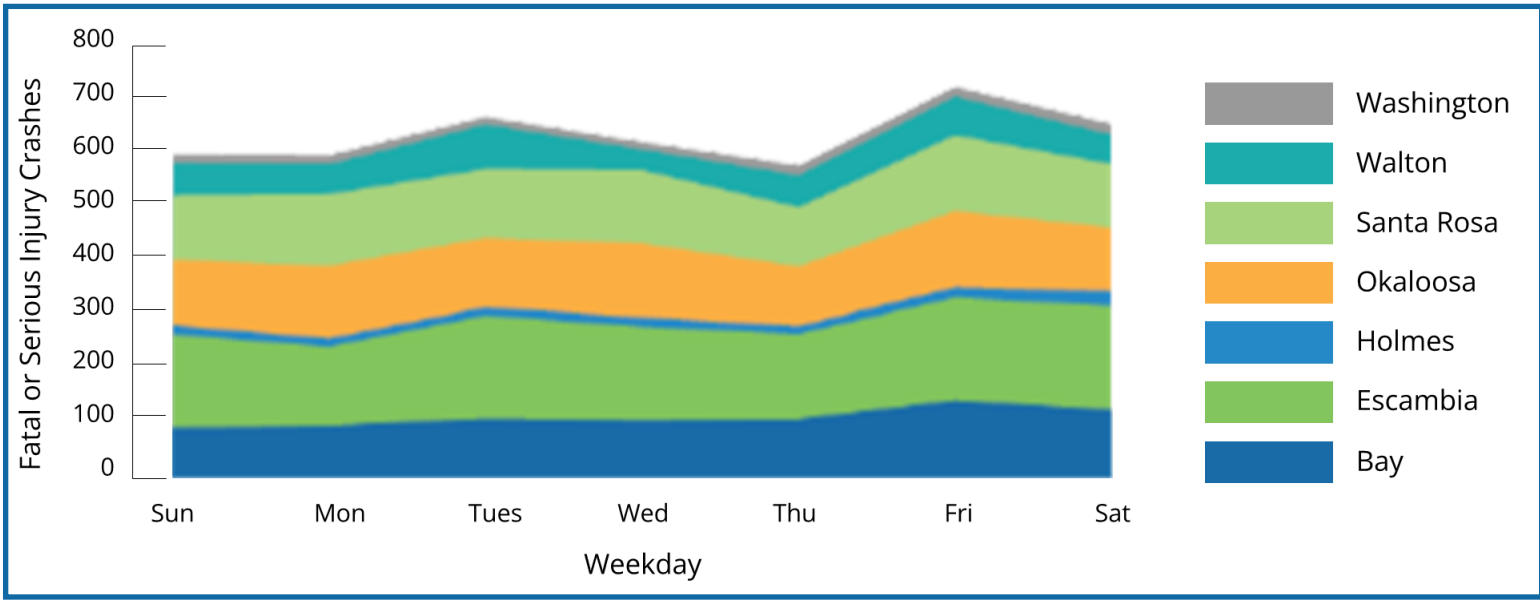


Figure 11 illustrates the time-of-day trends in crashes reported in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes Counties. Fatal and serious injury crashes are more frequent during afternoon and evening hours. The morning peak hour (7:00 AM to 9:00 AM) presents a modest increase in KSI crashes. Approximately 40 percent (40%) of fatal and serious injury crashes occurred between 2:00 PM and 8:00 PM.

FIGURE 9: MONTHLY KSI CRASH BY COUNTY

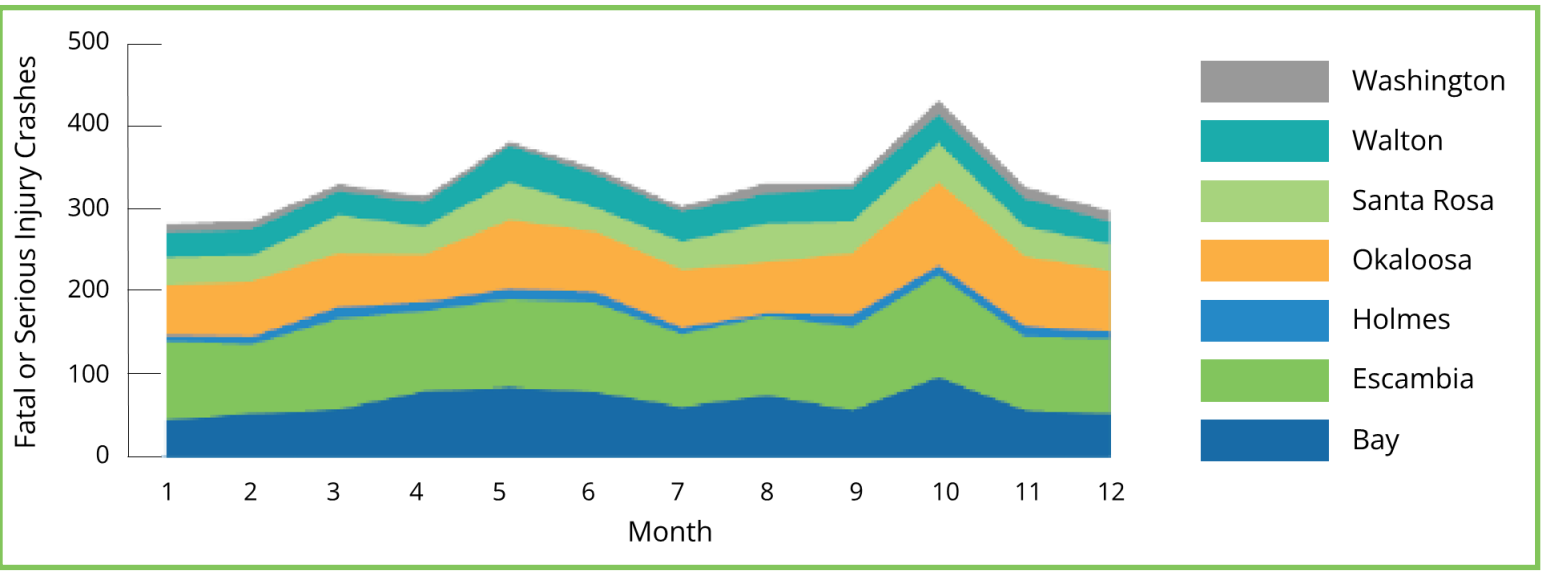
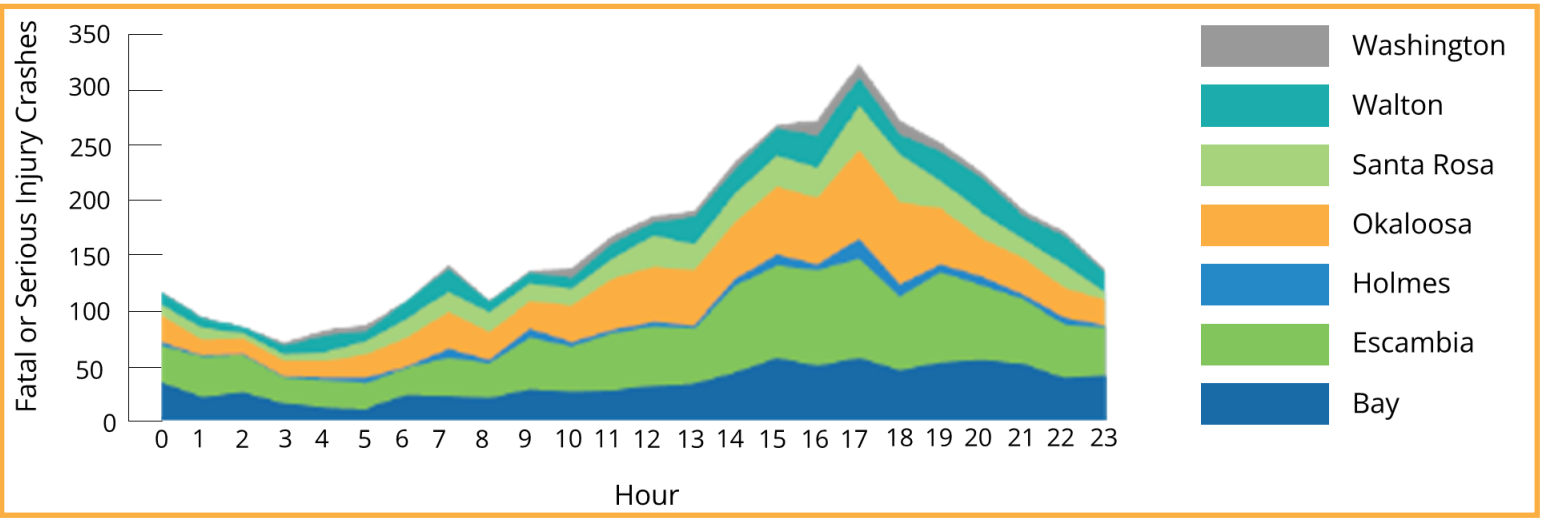


Figure 10 illustrates the day-of-the-week trends in crashes reported in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes Counties. Fatal and serious injury crashes reported within the five-year analysis period occurred more frequently on Fridays and Saturdays than on weekdays, except for Tuesdays. Approximately 45 percent (45%) of KSI crashes reported in the five-year analysis period occurred on a Friday, Saturday, or Sunday. That pattern was especially true in Holmes County, where approximately 51 percent (51%) of crashes occurred on a Friday, Saturday, or Sunday.

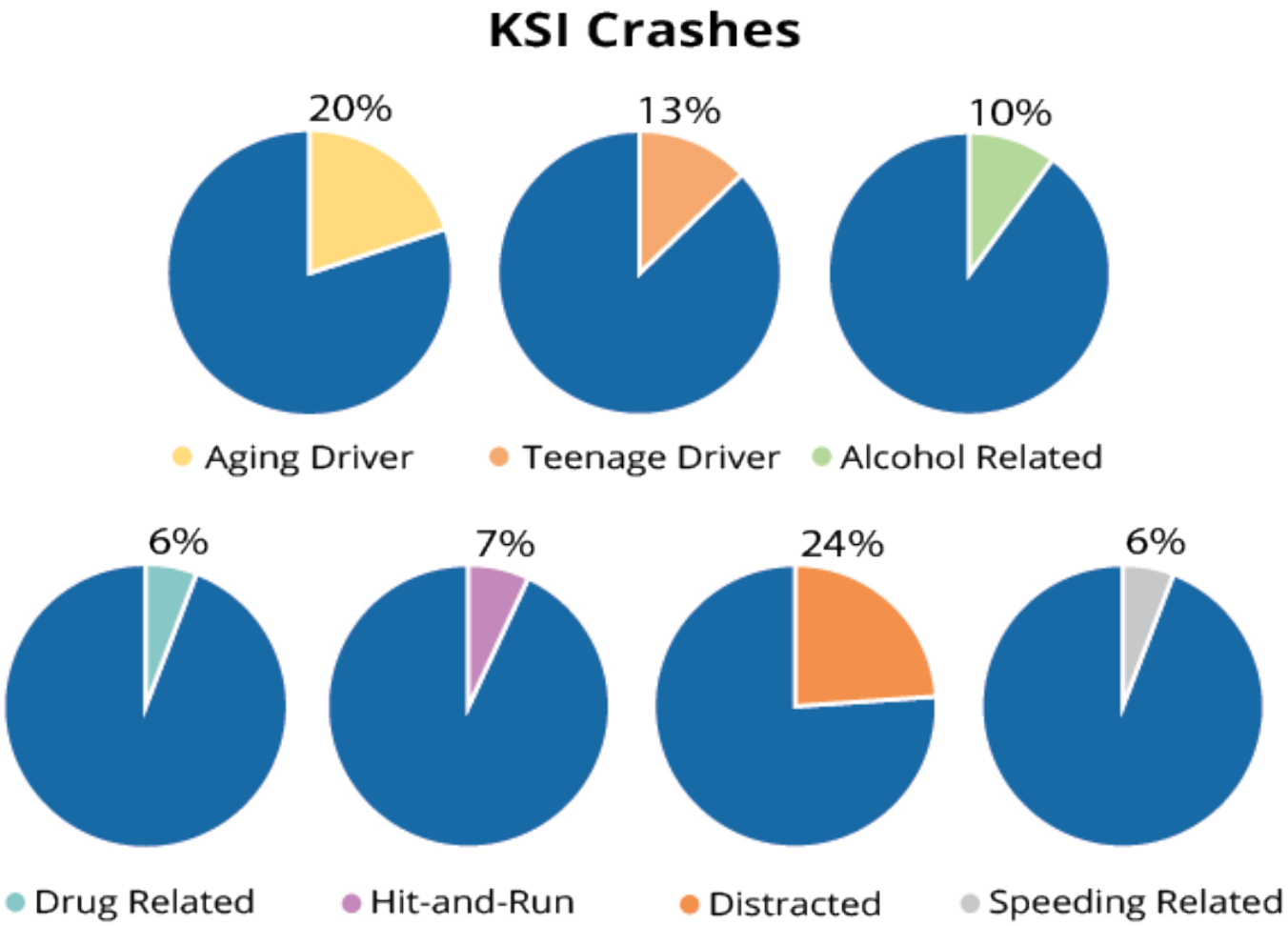
FIGURE 11: TIME OF DAY KSI CRASH BY COUNTY



Human Characteristics and Behavior

The 3,973 fatal and serious injury crashes reported in the ECRC Region from 2019 to 2023 were evaluated for patterns related to driver characteristics and risky behaviors as well. Crashes involving aging drivers (motorists aged 65 or older), teenage drivers, drivers under the influence of alcohol or drugs, hit-and-run collisions, distracted driving, and speeding behavior were evaluated. **Figure 12** summarize the involvement of these demographic characteristics in the crash sample. Note that the crashes quantified in **Figure 12** are not mutually exclusive; two or more human characteristics or behaviors could be involved in any crash.

FIGURE 12: PERCENT OF KSI CRASHES THAT INVOLVE CONTRIBUTING FACTORS



Aging drivers were involved in approximately 20 percent (20%) of the fatal and serious injury crashes reported during the five-year analysis period, and teenage drivers were involved in approximately 13 percent (13%).

Risky behaviors such as distracted driving, speeding, and alcohol or drug usage of drivers involved in crashes from 2019 to 2023 were assessed. Approximately 24 percent (24%) of fatal and serious injury crashes reported in the ECRC region during the five-year analysis period involved one or more distracted drivers. Driving under the influence of alcohol and drugs was observed in ten percent (10%) and six percent (6%) of all fatal and serious injury crashes, respectively. Speeding-related crashes accounted for six percent (6%) of all fatal and serious injury crashes. Last, hit-and-runs were reported in seven percent (7%) of all fatal and serious injury crashes.

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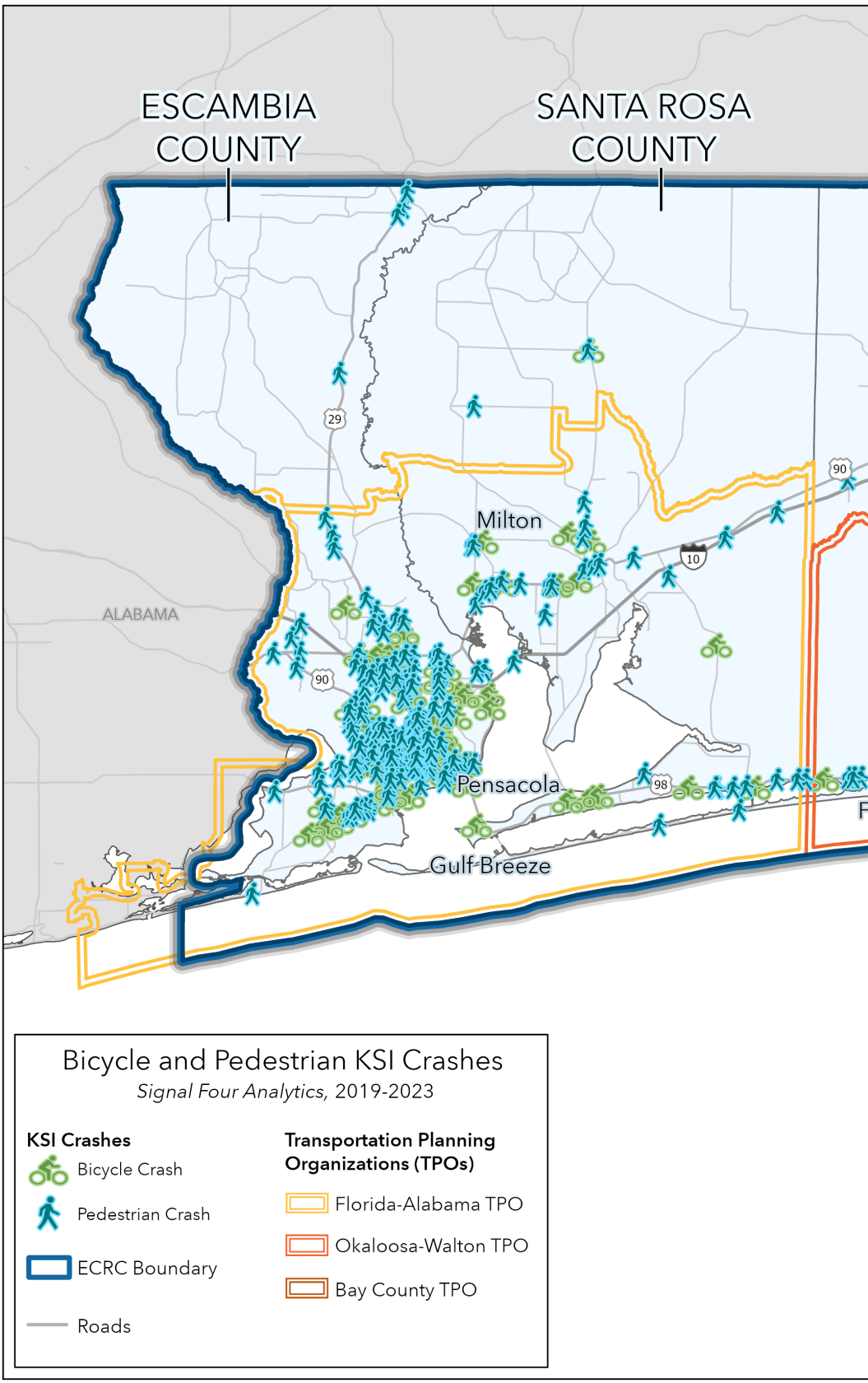
Safety of Vulnerable Road Users

Crashes that result in a severe injury or fatality disproportionately impact vulnerable road users (VRUs) – trans
motorcycles. VRUs also include people using wheelchairs, other mobility assistance devices, electric bikes, or s

Among the 3,973 fatal and serious injury crashes, there were 449 pedestrian crashes, 178 bicycle crashes, and 644 motorcycle crashes reported within the ECRC region during the five-year analysis period. Among these incidents, 193 of the pedestrian crashes resulted in a fatality and 256 resulted in serious injury; 48 of the bicycle crashes resulted in a fatality and 130 resulted in serious injury; 161 motorcycle crashes resulted in a fatality and 483 resulted in a serious injury.

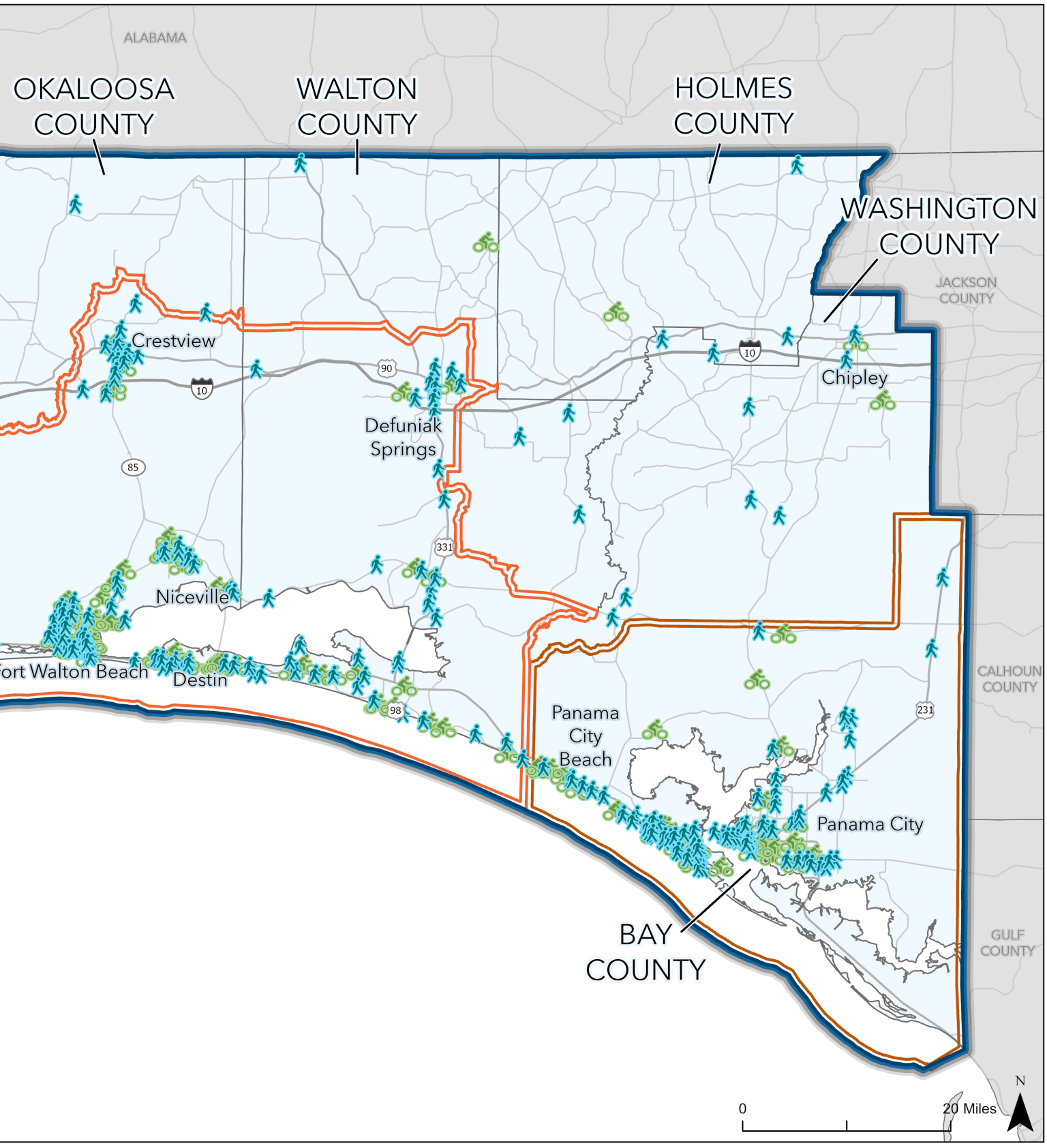
A majority of the fatal and serious injury pedestrian crashes, approximately 79 percent (79%), occurred under dark conditions, including dawn and dusk, whereas 29 percent (29%) of the bicycle crashes occurred under dark lighting conditions. Just twelve percent (12%) of pedestrian crashes occurred with wet surface conditions and just seven percent (7%) of bicycle crashes occurred with wet surface conditions. Very few of the pedestrian crashes and bicycle crashes within the region were attributed to the involvement of alcohol: 21 pedestrian crashes and one bicycle crash.

Escambia County had more bicycle and pedestrian crashes than any other county. **Map 4** illustrates the locations of these crashes throughout the region.



portation network users who lack the protection of a vehicle – including people walking, bicycling or riding cooters.

MAP 4: BICYCLE AND PEDESTRIAN KSI CRASHES



The High Injury Network

The historical crash data was utilized to develop a High Injury Network to identify the most dangerous roads and intersections throughout the Emerald Coast region. The High Injury Network, or "HIN," is a subset of the region's streets and intersections where a disproportionate number of crashes that result in someone being killed or seriously injured have historically occurred.

The segments identified in the HIN represent some of our most dangerous corridors for motorists and vulnerable road users. Identifying the HIN is the first step toward developing a comprehensive list of locations to prioritize when implementing safety projects in our community that will have the most impact.

HIN Development

As part of the HIN development, a set of Segment Priority Lists (SPLs) and Intersection Priority Lists (IPLs) were developed for each of the seven counties within the Emerald Coast region. Separate SPLs and IPLs were created for overall crash trends and crashes involving vulnerable road users (i.e., pedestrians, bicyclists, and motorcyclists). These separate lists can be found in the **Appendix 1**.

The HIN focused on road segments with the highest fatal and serious injury crash rates. To adjust crash data for traffic exposure (volumes and road length) on ECRC's roads, crash rates per 100 million vehicle miles traveled (MVMT) were calculated for roads with available traffic data. Exclusions were made for crashes on interstates, ramps, parking lots, and private roads. The crash rate per 100 MVMT for each segment was calculated using the following formula.

$$Crash\ Rate\ per\ 100\ MVMT = \frac{Number\ of\ Crashes \times 100{,}000{,}000}{365\ days \times (AADT \times 5\ years) \times Segment\ Length}$$

The crash rate per 100 MVMT was calculated for fatal and serious injury (KA) crashes, as well as for the overall dataset of all crashes (KABCO).

For intersection evaluation, crash counts were standardized using their Equivalent Property Damage Only (EPDO) scores. The EPDO method adds weighting factors based on the societal cost of each crash severity relative to the societal cost of one property damage only (PDO) crash. The EPDO score for individual intersections was determined by summing the EPDO value of all the crashes associated with each respective intersection. EPDO weighting factors were sourced from the American Society of State Highway and Transportation Officials (AASHTO) Highway Safety Manual. The complete HIN approach description is presented in **Appendix 1.**

Region-wide High Injury Network

The total number of crashes that occurred on the HIN between 2019 and 2023 was 65,774, which accounts for 44% of all crashes in the ECRC region during that time. There were 1,954 fatal and serious injury crashes linked to the HIN, accounting for 48% of all KSI crashes. **Table 3** below shows the number of segments, intersections, and KSI crashes by road facility type for each county in the ECRC region. Note that segment-related crashes and intersection-related crashes may overlap, and one crash could be associated with both an intersection and adjacent approach road segment. **Tables 4-7** on the subsequent pages list the HIN by TPOs and rural areas followed by **Map 5** of the regional High Injury Network.

TABLE 3: KSI CRASHES BY COUNTY HIN SEGMENT AND INTERSECTIONS

County	HIN Segments	HIN Length (Miles)	Segment KSI Crashes	HIN Intersections	Intersection KSI Crashes
Escambia	56	182	576	30	93
Santa Rosa	24	114	153	23	59
Okaloosa	43	125	435	28	97
Walton	22	117	164	23	61
Bay	29	124	424	26	76
Washington	11	60	39	20	26
Holmes	16	57	34	20	28
Total	201	779	1,825	170	440



US 98 in City of Destin

TABLE 4: FLORIDA-ALABAMA TPO HIGH INJURY NETWORK

Florida-Alabama TPO High Injury Network			
County	**Roadway**	**Begin**	**End**
Escambia	S PACE BLVD	US/90W CERVANTES ST	US-29/SR-95
Escambia	N W ST	US-98/SR-30	SR-295/W FAIRFIELD DR
Escambia	US 90/N DAVIS HWY	SR-295/E FAIRFIELD D	US 90/9 MILE RD
Escambia	BRENT LN/SR-296	US-29/SR-95/N PALAFOX	N 12TH AVE
Escambia	US 29/N PALAFOX ST	BRENT LN	GARDEN ST
Escambia	W MICHIGAN AVE/ SAUFLEY FIELD RD	MILLVIEW RD	FAIRVIEW DR
Escambia	US-90/W CERVANTES ST	HYDE PARK RD	MASSACHUSETTS AVE
Escambia	N HWY 95A	US-29/SR-95	US-29/SR-95
Escambia	W KINGSFIELD RD	HWY 297A	CHEMSTRAND RD
Escambia	W JACKSON ST	SR-727	CR-453/W ST
Escambia	SR 297/DOG TRACK RD	SR-292	US-98/SR-30
Escambia	US 29/PENSACOLA BLVD	DIAMOND DAIRY RD	BRENT LN
Escambia	SR-292/GULF BEACH HWY/BARRANCAS AVE	SR-297/DOG TRACK RD	LEMHURST RD
Escambia	SR 289/N 9TH AVE	BAYFRONT PKWY	FAIRFIELD DR
Escambia	N DAVIS HWY	US-90/SR-10A/MOBILE	ESCAM/SNTA CNTY LINE
Escambia	AIRPORT BLVD	N W ST	N 12TH AVE/TIPPIN AVE
Escambia	S NAVY BLVD/SR-295	N END BAYOU GRANDE	48080016 NB ON
Escambia	N T ST	US-90/SR-10A	W FAIRFIELD DR
Escambia	CERNY RD	SR-173	MARLANE DR
Escambia	MASSACHUSETTS AVE	US 90	US-29/SR-95
Escambia	W DETROIT BLVD	SR-297	US29/SR95/ PENSACOLA

TABLE 4: FLORIDA-ALABAMA TPO HIGH INJURY NETWORK CONTINUED

Florida-Alabama TPO High Injury Network Continued			
County	**Roadway**	**Begin**	**End**
Escambia	US 90/W CERVANTES ST	KLONDIKE RD	FAIRGROUNDS
Escambia	N ALCANIZ ST	E WRIGHT ST	E FAIRFIELD DR
Escambia	UNIVERSITY PKWY	SR-291	US-90A/SR-10/E NINE
Escambia	N TARRAGONA ST	E BLOUNT ST	SR-196/E MAIN ST
Escambia	W FAIRFIELD DR/CR-727	LILLIAN HWY	TEXAR DR
Escambia	LILLIAN HWY	SR-727/FAIRFIELD DR	N NEW WARRINGTON RD
Escambia	N DAVIS HWY	E WRIGHT ST	SR 295/E FAIRFIELD D
Escambia	PATTON DR	SR-292	SR-295/N NAVY BLVD
Escambia	COPTER RD	US-90A/SR-10	GROW DR
Escambia	N 14TH AVE	US-98/SR-30	US-90/SR-10A
Escambia	SR 290/E OLIVE RD	SR 291/N Davis Hwy	US 90
Escambia	TIPPIN AVE	SR-296/BAYOU BLVD	CREIGHTON RD
Escambia	E TEXAR DR	SR-289/N 9TH AVE	E MAXWELL ST
Escambia	HWY 297A	KINGSFIELD RD	CR-184/MUSCOGEE RD
Escambia	W CERVANTES ST	US-90/SR-10	CR-99/BEULAH RD
Escambia	W FAIRFIELD DR	SR-292	US-98/SR-30
Escambia	E GREGORY ST	N A ST	US98/SR289/N9TH AVE
Escambia	E GOVERNMENT ST	S A ST	END OF PAVEMENT
Escambia	W MORENO ST	CT-453/N W ST	N A ST
Escambia	N E ST	US-90/US-98/SR-10A	W TEXAR DR
Escambia	S HWY 97	LAKE SUZANNE DR	CR-184/MUSCOGEE RD
Escambia	N HWY 95A	CR-184/E QUINTETTE R	MOLINO RD

TABLE 4: FLORIDA-ALABAMA TPO HIGH INJURY NETWORK CONTINUED

Florida-Alabama TPO High Injury Network Continued			
County	**Roadway**	**Begin**	**End**
Escambia	PALAFOX PL	US-98B/SR-30/ GARDEN	S JEFFERSON ST
Escambia	PERDIDO KEY RD	LAFITTE REEF	CR-292A/GULF BCH HWY
Escambia	GULF BEACH HWY	SR-292/PERDIDO KEY D	S LOOP RD
Escambia	CHEMSTRAND RD	US-90A/SR-10	CHILDERS ST
Escambia	J EARL BOWDEN WAY E	GULF ISLAND NATL SEA	ESCAMBIA CO LINE
Escambia	LONGLEAF DR	ROLLING HILLS RD	PINE FOREST RD
Escambia	VIA DE LUNA DR	N END OF BRIDGE 480139	SANTA ROSA CO LINE
Santa Rosa	HWY 90	PACE LN	SR-87/STEWART ST
Santa Rosa	US 98/NAVARRE PKWY	SR-87	OKALOOSA COUNTY LINE
Santa Rosa	WOODBINE RD	US 90/SR 10	CHUMUKLA HWY
Santa Rosa	HWY 87 S	FARRINGTON RD	US-90/SR-10
Santa Rosa	GULF BREEZE PKWY	AVALON BLVD	CR-399/EAST BAY BLVD

Florida-Alabama TPO High Injury Network Continued			
County	**Roadway**	**Begin**	**End**
Santa Rosa	E BAY BLVD	US 98/SR-30	SR-87/HWY 87 S
Santa Rosa	WILLARD NORRIS RD	ANDERSON LN	SR-87/STEWARD ST
Santa Rosa	GULF BREEZE PKWY	EAST END OF PCOLA BR	PENSACOLA BEACH RD
Santa Rosa	MUNSON HWY	SR-87	INDIAN FORD RD
Santa Rosa	HAMILTON BRIDGE RD	E SPENCER FIELD RD	CR-184A/BERRYHILL RD
Santa Rosa	AVALON BLVD	US-98/SR-30	58002006 EB ON
Santa Rosa	HICKORY HAMMOCK RD	CR-89/WARD BASIN RD	SR-87/HWY 87 S
Santa Rosa	US-90	POND RD	TIMBER CENTER RD
Santa Rosa	HWY 182	CR-197/CHUMUCKLA HWY	ARD FIELD RD
Santa Rosa	MUNSON HWY	RED ROCK RD	FRANK HARDY ROAD
Santa Rosa	SPRINGHILL RD	SR-87/HWY 98N	TOMAHAWK LANDING RD
Santa Rosa	ALABAMA ST	BERRYHILL ST	SR-87
Santa Rosa	HWY 87 N	CR-182/ALLENTOWN RD	CR-178

TABLE 5: OKALOOSA-WALTON TPO HIGH INJURY NETWORK

Okaloosa-Walton TPO High Injury Network			
County	**Roadway**	**Begin**	**End**
Okaloosa	US 98/MIRACLE STRIP PKWY E	KERWOOD RD	SR 145/BROOKS ST SE
Okaloosa	US 98/EMERALD COAST PKWY	COASTGUARD STATION	WALTON CO LINE
Okaloosa	SR 20/JOHN SIMS PKWY	SR 397	SR 85
Okaloosa	SR 189/BEAL PKWY	HOLLYWOOD BLVD	SR 393/MARY ESTHER CUTOFF
Okaloosa	SR 85/N FERDON BLVD	OLD BETHEL RD	US 90
Okaloosa	RACETRACK RD	MLK BLVD	SR-85/EGLIN PKWY
Okaloosa	CR-30F/AIRPORT RD	US-98/SR-30	AIRPORT
Okaloosa	AIRPORT RD	SR-85	POVERTY CREEK RD
Okaloosa	HOLLYWOOD BLVD NW	ANDERSON DR/HILL AVE	BAY DR SE
Okaloosa	SR-285/PARTIN DR	BAYSHORE DR	COLLEGE BLVD
Okaloosa	EGLIN PKWY	4TH AVE	12TH AVE
Okaloosa	PALM BLVD	VALPARISO BLVD	E COLLEGE BLVD
Okaloosa	REDWOOD AVE	7TH ST	SR-20
Okaloosa	HOLMES BLVD NW	JONQUIL AVE NW	SR-189/BEAL PKWY NW
Okaloosa	4TH AVE	MEIGS DR	SR-85/EGLIN PKWY
Okaloosa	CALHOUN AVE	CROSS ST	MAIN ST
Okaloosa	OLD BETHEL RD	US-90/SR-10	POVERTY CREEK RD
Okaloosa	SANTA ROSA BLVD	MILITARY BDRY ENT	US-98/SR-30
Okaloosa	SR-85	SR-20	57160131 NB OFF
Okaloosa	E CHESTNUT AVE	S MAIN ST	US-90/SR-10/HWY 90
Okaloosa	MARY ESTHER CUT OFF	ANCHORS ST NW	SR-189/BEAL PKWY
Okaloosa	DENTON BLVD	MAYFLOWER AVE	SR-188/RACETRACK RD
Okaloosa	FERRY RD NE	CHESTNUT AVE SE	YACHT CLUB DR NE
Okaloosa	BENNING DR	US-98/SR-30	CALHOUN AVE

TABLE 5: OKALOOSA-WALTON TPO HIGH INJURY NETWORK CONTINUED

Okaloosa-Walton TPO High Injury Network Continued			
County	**Roadway**	**Begin**	**End**
Okaloosa	ROCKY BAYOU DR	SR-20/JOHN SIMS PKWY	STEPHEN DR
Okaloosa	MLK BLVD	FREEDOM WAY	HURLBURT RD
Okaloosa	HWY 393	US-90/SR-10/HWY 90	POVERTY CREEK RD
Okaloosa	LEWIS TURNER BLVD	GEN BOND BLVD	EGLIN PKWY
Okaloosa	SR293/SPENCE PKWY	E HWY 20	N LAKESHORE DR
Okaloosa	GOVERNMENT ST	SR-190	SR-397
Okaloosa	COLLEGE BLVD	SR-85	PALM BLVD
Okaloosa	MID-BAY CONNECTOR	57160128 SB ON	GORE 57160129/130
Okaloosa	SCENIC HWY 98	COUNTY LINE	END ROAD
Okaloosa	HWY 285	57160127 NB OFF	WALTON CO LINE
Okaloosa	CEDAR AVE	VALPARAISO BLVD	E COLLEGE BLVD
Walton	US-331	SR-20/MAIN ST	OWLS HEAD RD
Walton	US-90/SR-10	BOY SCOUT RD	HOLMES CO LINE
Walton	US-98/SR-30	OKALOOSA CO LINE	CO HWY 395
Walton	SR-20	SR-81	US-331/MADISON ST
Walton	US-331/SR-83	I-10 WB RAMP	E NELSON AVE
Walton	US-331	US-90/SR-10	DR. NELSON RD
Walton	CR-3280	US-331	MAGNOLIA LODGE RD
Walton	ROCK HILL RD	US-331	MCKINNON BRIDGE RD
Walton	US-98/SR-30	WATERSOUND PKWY	BAY CO LINE
Walton	CO HWY 1883	SR-83	COY ELLIS RD
Walton	CR-280	WALTON BRIDGE RD	CR-280A
Walton	CO HWY 183 S	CO HWY 280	US-90
Walton	CO HWY 183 N	US-90/SR-10	CR-183B
Walton	CHAT HOLLEY RD	CO HWY 393	US-331

TABLE 6: BAY COUNTY TPO HIGH INJURY NETWORK

Bay County TPO High Injury Network			
County	**Roadway**	**Begin**	**End**
Bay	US-98/SR-30	THOMAS DR	N EAST AVE
Bay	US 98/FL-30/9TH ST/ BECK AVE/SAINT ANDREWS BLVD	CR-385/FRANKFORD AVE	SR-327/LISENBY AVE
Bay	SR-22/E 3RD ST/ SHERMAN AVE	US 98/N TYNDALL PKWY	US 98/E 15TH ST
Bay	SR-30/FRONT BEACH RD	SR-79/ARNOLD RD	THOMAS DR
Bay	SR-368/W 23RD ST	SR 390/BECK AVE/ST ANDREWS BLVD	US-231
Bay	US-98/SR-30	OKALOOSA CO LINE	HILLS RD
Bay	SR-392/THOMAS DR	CR-3030/N LAGOON DR	CR-3031/BRISTOL ST
Bay	SR-20	SR-77	LITTLE BLUE LN
Bay	SR-389/N EAST AVE	US-98/SR-30A	E HWY 390
Bay	US-231	TRANSMITTER RD	CR-2301
Bay	SR-30/FRONT BEACH RD	US-98/PANAMA CITY BEACH PKWY	SR-79/ARNOLD RD
Bay	EVERITT AVE/CHERRY ST	US-98B/SR-30	N STAR AVE
Bay	US-98/SR-30A/PANAMA CITY BEACH PKWY	RICHARD JACKSON BLVD	SR-30
Bay	TITUS RD/JOHN PITTS RD	SR-77A	OLD MAJETTE TOWER RD
Bay	S THOMAS DR	SR-30	THOMAS DR
Bay	ALF COLEMAN RD	US-98/SR-30A	PANAMA CITY BEACH PKWY
Bay	CR-3031/THOMAS DR	SR-30/PANAMA CITY BEACH PKWY	CR-392/THOMAS DR
Bay	WISTERIA LN	SR-30	US-98/SR-30A
Bay	CR-2301	US-231	E HWY 388
Bay	SR-30A/TYNDALL PKWY	US-98/PITTS BAYOU	E 11TH ST

TABLE 6: BAY COUNTY TPO HIGH INJURY NETWORK CONTINUED

Bay County TPO High Injury Network Continued			
County	**Roadway**	**Begin**	**End**
Bay	SR-392A/HUTCHISON BLVD	RICHARD JACKSON BLVD	SR-30/FRONT BEACH RD
Bay	US-231	SR-20	SR-167/RESTFUL RD
Bay	SR-20	G W HOBBS RD	US-231
Bay	SR-79/ARNOLD RD	US-98A	CR-388
Bay	CR-2297	ALLANTON RD	OLD BICYCLE RD
Bay	E 11TH ST	TRANSMITTER RD	US-98/SR-30A
Bay	US-98B/SR-30/E 5TH ST	N COVE BLVD	CHERRY ST
Bay	CR-2300	ROMAN RD	SR-77
Bay	CR-388	SR-79	PRESERVATION DR

TABLE 7: RURAL AREAS HIGH INJURY NETWORK

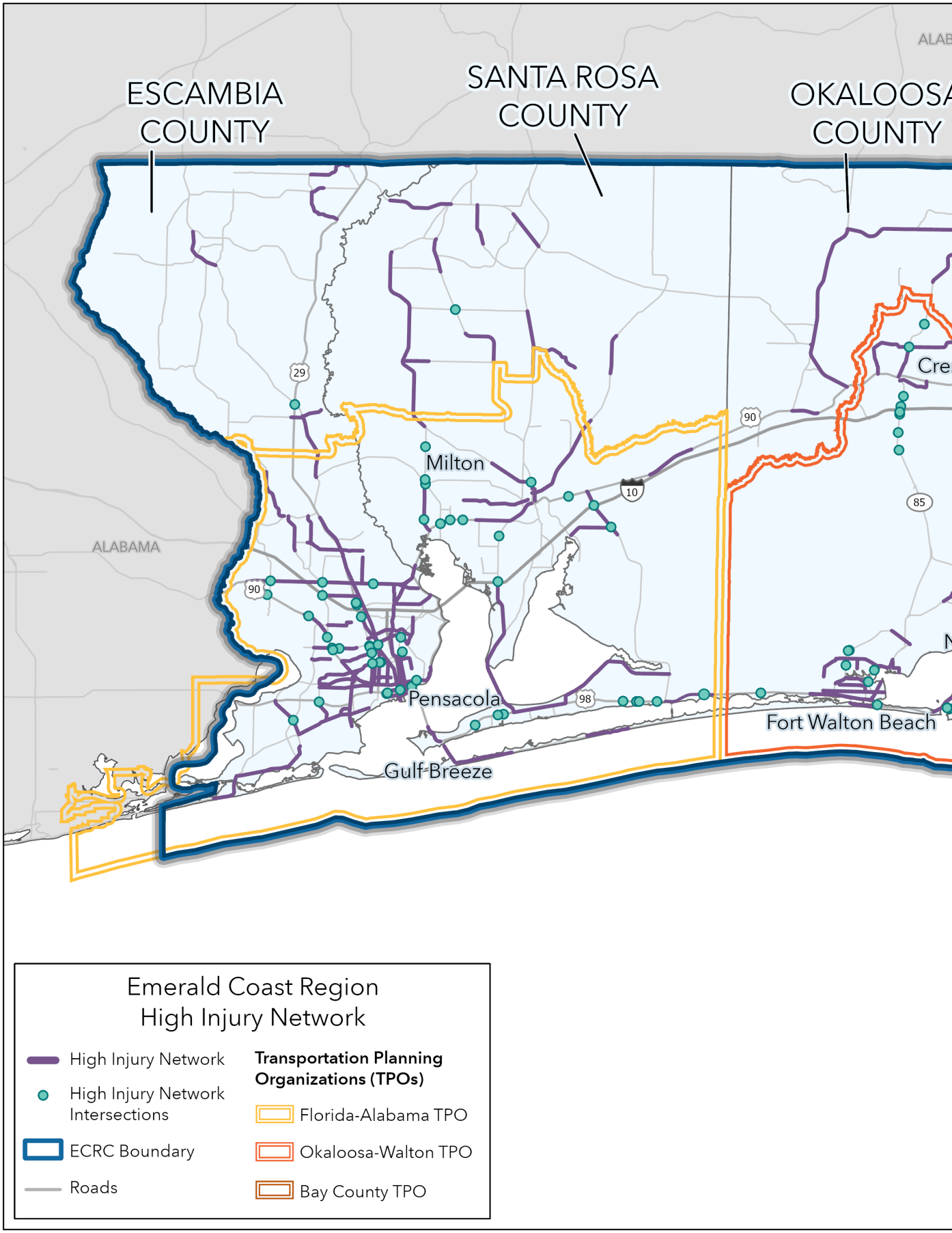
Rural Ares High Injury Network			
County	**Roadway**	**Begin**	**End**
Escambia	MOLINO RD	US-29/SR-95/N HWY 29	BRICKYARD RD
Escambia	BYRNEVILLE RD	CR-4/HWY 4	US-29/SR-65
Escambia	W HWY 4	HWY 4A	TEDDER RD
Escambia	CR-97/HWY 97	CR-99/N HWY 99	CR-164/HWY 164
Holmes	CR-10A	HWY 183A	US-90/SR-10
Holmes	CR-160	CR-79	CR-177
Holmes	US 90	HWY 10A	E MAIN ST
Holmes	CR-183A	WALTON CO LINE	HWY 10A

TABLE 7: RURAL AREAS HIGH INJURY NETWORK CONTINUED

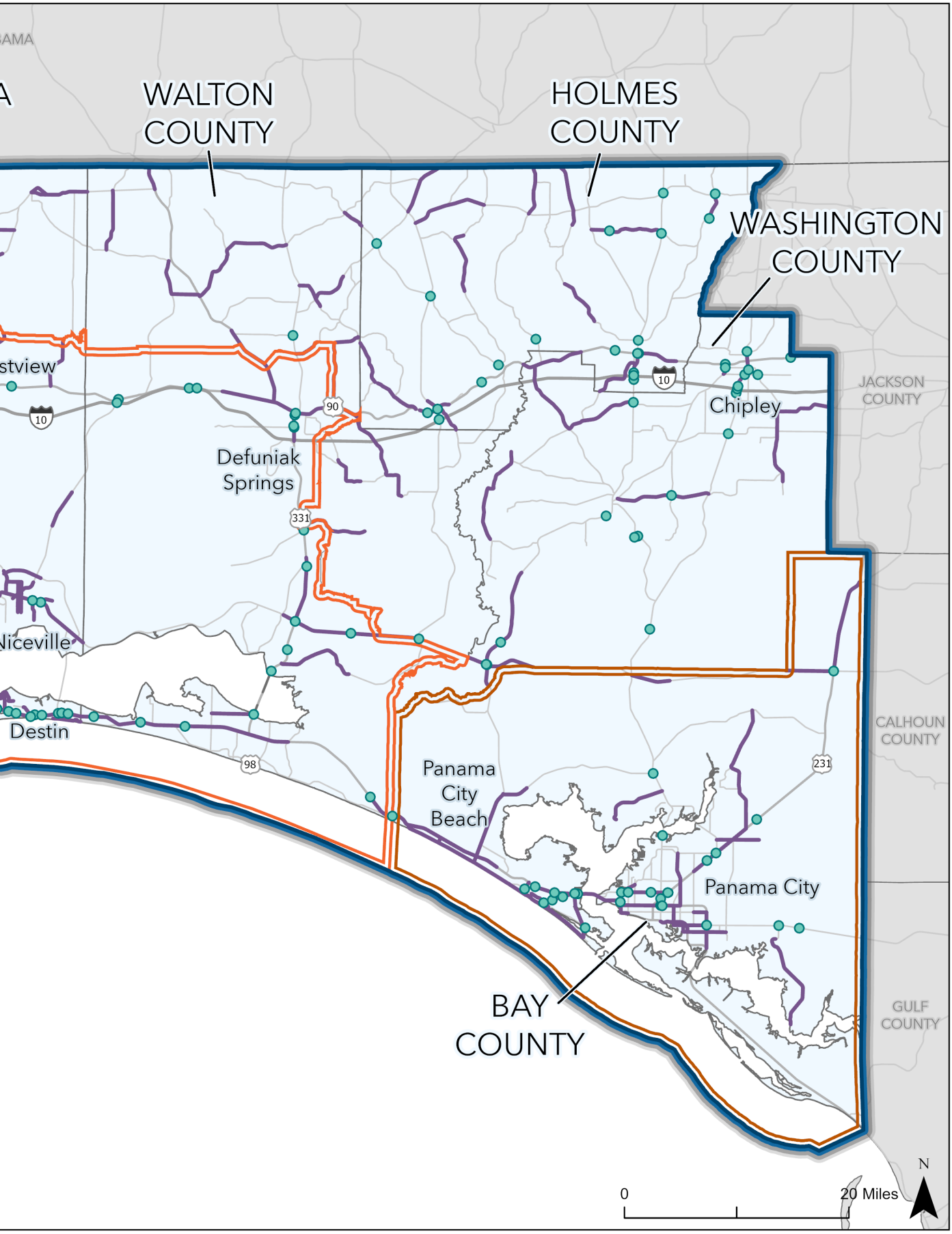
Rural Ares High Injury Network			
County	**Roadway**	**Begin**	**End**
Holmes	COUNTY RD 173	CR-79	WASHINGTON CO LINE
Holmes	PONCE DE LEON SPRING RD	WALTON CO LINE	US-90
Holmes	WAUKESHA ST	I-10	US-90
Holmes	SR-81	US-90/SR-10	JOHN DEERE LN
Holmes	CR-179	AL STATE LINE	SR-2
Holmes	CR-177A	MOTLEY RD	AL STATE LINE
Holmes	US-90	WAUKESHA ST	HOLMESTEAD RD
Holmes	PETTY CROSSROADS	AL STATE LINE	SR-2
Holmes	SR-2	CR-179A	SR-81
Holmes	CR-179A	PALADIN LN	DUCK POND BRANCH
Holmes	CR-173	JOHN LANE DR	SR-2
Holmes	CR-177A	JAMES G RD	TOBE RETHERFORD RD
Okaloosa	SECOND AVE	SR 85	SR 85
Okaloosa	HWY 2	SR-189/HWY 189	SR-85/HWY 85
Okaloosa	HWY 189	GEORGIA AVE	CR-2
Okaloosa	SR-4	GEORGIA RD	US-90/SR-10
Okaloosa	HWY 85	CR 85A	COUNTY LINE RD
Okaloosa	HWY 90	MIDDLEBROOKS RD	WILKERSON BLUFF RD
Okaloosa	HWY 85	HERITAGE PLANTATION BLVD	HART ROAD
Santa Rosa	CHUMUCKLA HWY	CR191/WILLARD NORRIS	EBENEZER CHURCH RD
Santa Rosa	SR-4	CR-87A/MARKET RD	SR-87

TABLE 7: RURAL AREAS HIGH INJURY NETWORK CONTINUED

Rural Areas High Injury Network Continued			
County	**Roadway**	**Begin**	**End**
Santa Rosa	COUNTRY MILL RD	POLK RD	SR-4/HWY 4
Santa Rosa	HWY 4	BLACK LAKE	MAGNOLIA ST
Santa Rosa	HWY 89	HARVEST RD	CR-197/CHUMUCKLA HWY
Santa Rosa	HWY 89	DALLAS ELLIOT RD	CR-182/CENTRAL SCH RD
Walton	CR-2A	US-331	SR-2
Walton	CO HWY 183 S	W C CURRINGTON RD	CO HWY 280 E
Walton	US-331	CO HWY 147 W	ALABAMA ST LINE
Walton	CO HWY 181 E	CO HWY 181 E/ ANDREWS ST	HOLMES CO LINE
Walton	CR-147W	SR-2	SR-85
Walton	SR-2	SR-83	US-331
Walton	CR-183B/MAIN ST	PADGETT RD	SR-83
Walton	CR-185/LEONIA HWY	CR-183B	MEMORY LN
Washington	SR-79/DOG TRACK RD	BAY CO LINE	SUGARDOLL RD
Washington	CR-279/PATE POND RD	US-90/SR-10/HWY 90	DOUGLAS FERRY RD
Washington	SR-277	CR-280/BRICKYARD RD	US-90/SR-10
Washington	FL-77/MAIN ST	GLENWOOD AVE	I-10
Washington	FL-20/CAPT FRITZ RD	WALTON CO LINE	BAY CO LINE
Washington	CR-278/PIONEER RD	CR-77	CR-277
Washington	HWY 90	HOLMES CO LINE	HOLMES CO LINE
Washington	RIVER RD	BURNS LAKE RD	CHOCTAW RD
Washington	ORANGE HILL RD	RATTLEBOX RD	PIONEER RD
Washington	DOUGLAS FERRY RD	PATE POND RD	SR-79
Washington	CORBIN RD	JACKSON CO LINE	ORANGE HILL RD


ESCAMBIA COUNTY
SANTA ROSA COUNTY
OKALOOSA COUNTY
ALABAMA
Milton
Pensacola
Gulf Breeze
Fort Walton Beach
29
90
10
85
98
Emerald Coast Region
High Injury Network
High Injury Network
High Injury Network Intersections
ECRC Boundary
Roads
Transportation Planning Organizations (TPOs)
Florida-Alabama TPO
Okaloosa-Walton TPO
Bay County TPO

MAP 5: REGIONAL HIGH INJURY NETWORK

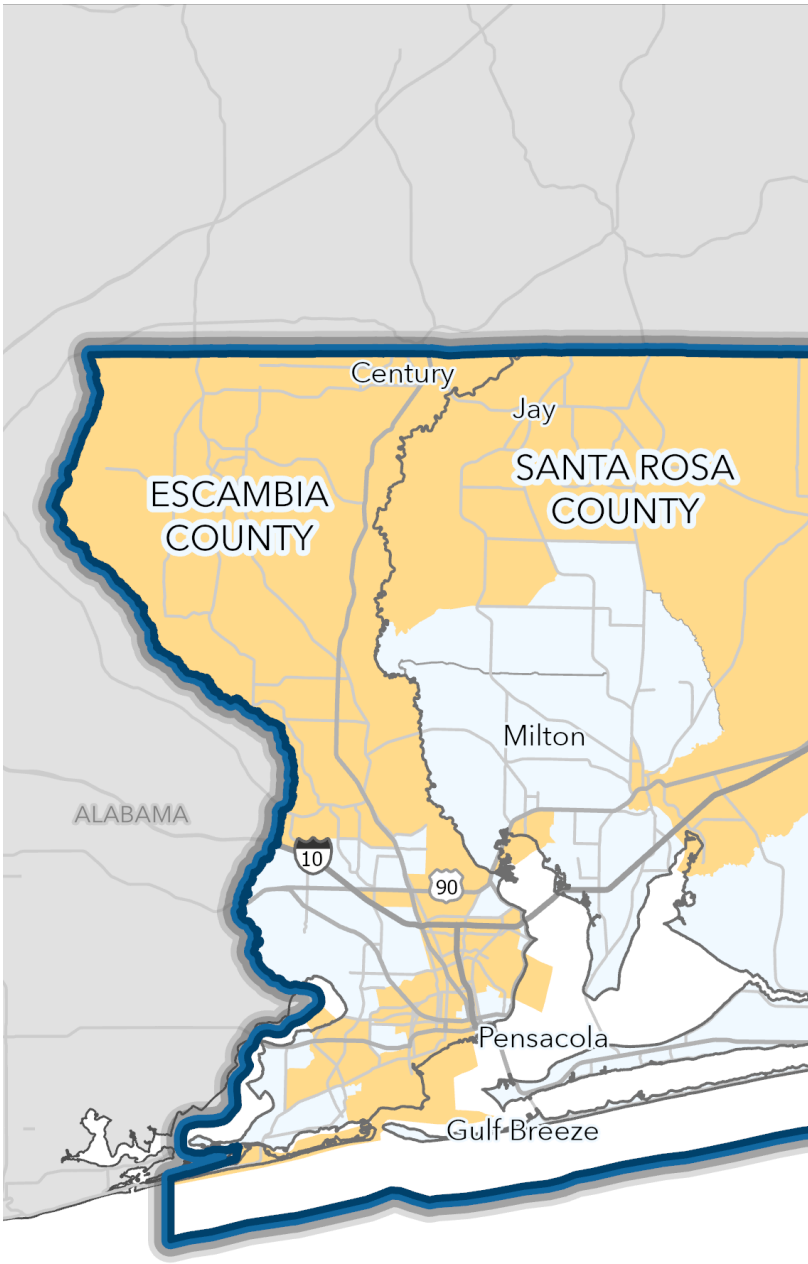


Equity Assessment

To ensure that equity was highly considered throughout the plan development process, an equity assessment was conducted that identified areas within the Emerald Coast that are likely to be disproportionately impacted by transportation-related injuries and fatalities. This equity framework was used to guide the recommendation of HIN segments for future transportation safety projects. The integration of equity data into the safety analysis ensures that all communities have access to a safe and reliable roadway network that can accommodate all transportation users regardless of race or socioeconomic status. The detailed equity assessment description is provided in **Appendix 2**.

To identify the areas within the Emerald Coast that are disproportionately impacted by transportation-related deaths and injuries, data from the USDOT's Equitable Transportation Community (ETC) Explorer was used to identify Transportation Disadvantaged Areas. Transportation Disadvantaged Areas are identified based on factors including transportation insecurity, environmental burden, social vulnerability, and climate and disaster risk. Census Tracts that are considered overburdened by any of these factors are considered Transportation Disadvantaged. In conjunction with Transportation Disadvantaged Areas, Areas of Persistent Poverty and Historically Disadvantaged Communities were also considered. These three equity indicators were combined as Equity Priority Areas as shown in **Figure 13** on the next page. Out of 247 Census Tracts in the region, 128 are considered Equity Priority Areas. These Equity Priority Areas are shown in **Map 6**.

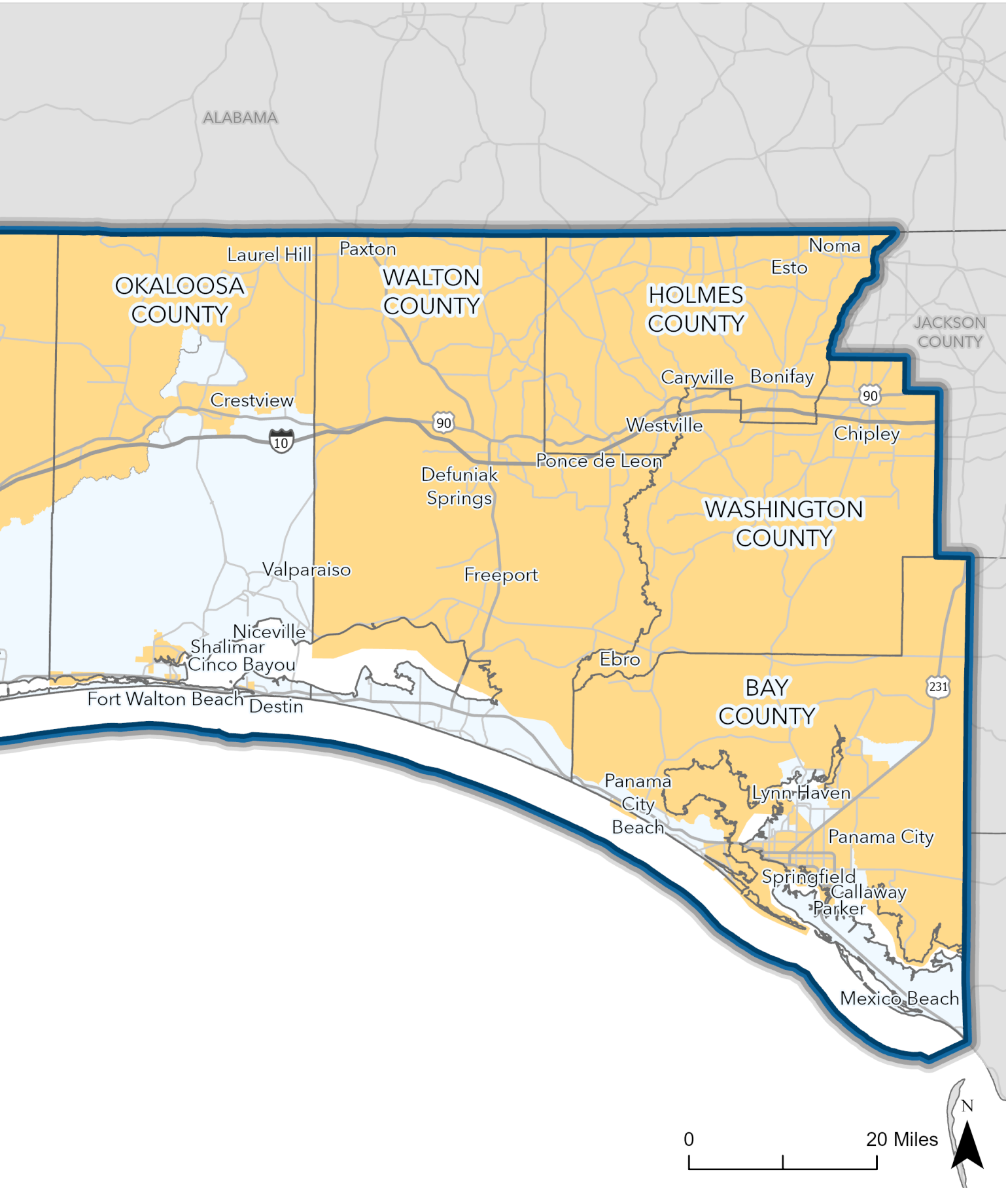
People living in **Equity Priority Areas** are more likely to be **disproportionately impacted** by transportation-related fatalities and serious injuries.



Equity Priority Areas

- ECRC Boundary
- ECRC Counties
- Equity Priority Areas
- Roads

MAP 6: EQUITY PRIORITY AREAS



To determine which Equity Priority Areas are most at-risk for crashes, average crash rates and average KSI crash rates were calculated for each Equity Priority Area. This number was then compared to the average crash rates and average KSI crash rates for the county the Census Tract is within. Equity Priority Areas that exhibit higher-than-average crash rates and KSI crash rates were identified. Crash rates and KSI crash rates by county can be seen below in **Table 3**. It was determined from this analysis that, with the exception of Pensacola, Panama City, and Panama City Beach, rural areas experience more crashes that result in fatalities and serious injuries than urban areas in the Emerald Coast. At a county level, Escambia and Bay County had the highest crash rate for all counties, though Holmes County had the highest crash rate for fatal and serious injury crashes. Within the Emerald Coast region from 2019 to 2023, 59% of all crashes and 59% of all fatal and serious injury crashes occurred in an Equity Priority Area. This is consistent with the nationwide trend of fatal and serious injury crashes occurring more frequently in disadvantaged areas. This disproportionate impact endangers anyone living or traveling in an Equity Priority Area.

As equity is a priority for transportation safety enhancements throughout the region, Equity Priority Areas were weighted in the prioritization process that identified roadways most urgently in need of additional safety infrastructure. This ensures that roadway segments in disadvantaged areas are awarded additional consideration for safety planning and programming. The prioritization process is described in additional detail in **Chapter 4**.

FIGURE 13: EQUITY PRIORITY AREA DIAGRAM

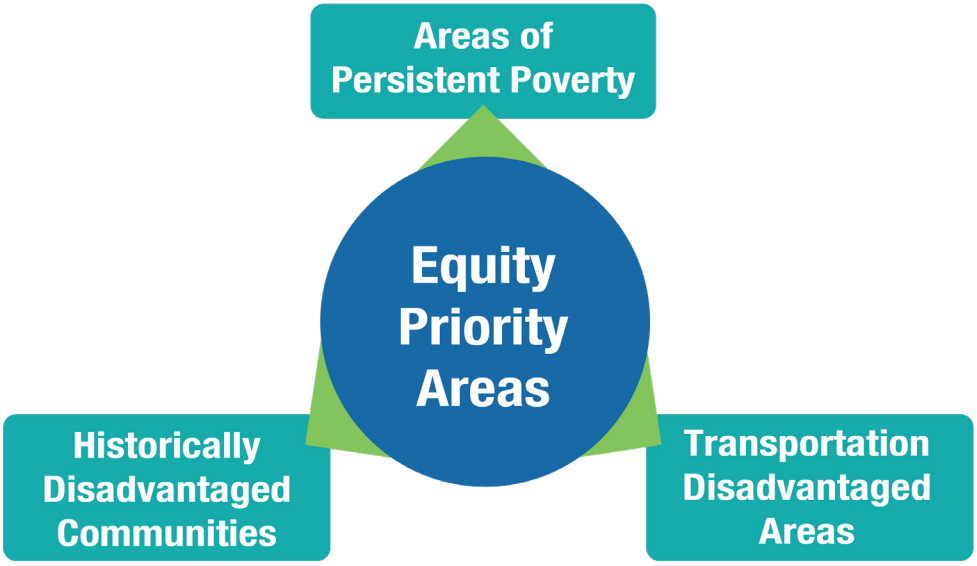


TABLE 8: AVERAGE CRASH RATES BY COUNTY (PER 100 MILLION VEHICLE MILES TRAVELED)

Average Crash Rates by County (per 100 million vehicle miles traveled)							
Average Crash Rate	Escambia	Bay	Santa Rosa	Holmes	Okaloosa	Walton	Washington
All Crashes	440	424	203	192	317	204	152
KSI Crashes	13	11	9	18	14	13	5

As equity is a priority for transportation safety enhancements throughout the region, Equity Priority Areas were highly weighted in the prioritization process that identified the roadways most urgently in need of additional safety infrastructure. The prioritization process is described in additional detail in **Chapter 4.**

What is an AREA OF PERSISTENT POVERTY?

A Census Track is an Area of Persistent Poverty if:

1) The county in which the Census Tract is located has greater than or equal to 20% of the population living in poverty

2) The Census Tract has a poverty rate of at least 20%

What is a HISTORICALLY DISADVANTAGED COMMUNITY?

A Census Tract is a Historically Disadvantaged Community if:

1) The Census Tract has been identified in the Climate and Economic Justice Screening Tool (CEJST), which identified communities that have been marginalized by disinvestment and overburdened by pollution

What is a TRANSPORTATION DISADVANTAGED AREA?

A Census Tract is a Transportation Disadvantaged Area if:

1) The Census Tract is identified as overburdened by underinvestment in transportation by the USDOT Equitable Community Transportation (ETC) Tool. The following factors are assessed for the Census Tract:

TRANSPORTATION INSECURITY

HEALTH VULNERABILITY

ENVIRONMENTAL BURDEN

CLIMATE AND DISASTER RISK

SOCIAL VULNERABILITY

CHAPTER 3

HEARING FROM THE COMMUNITY



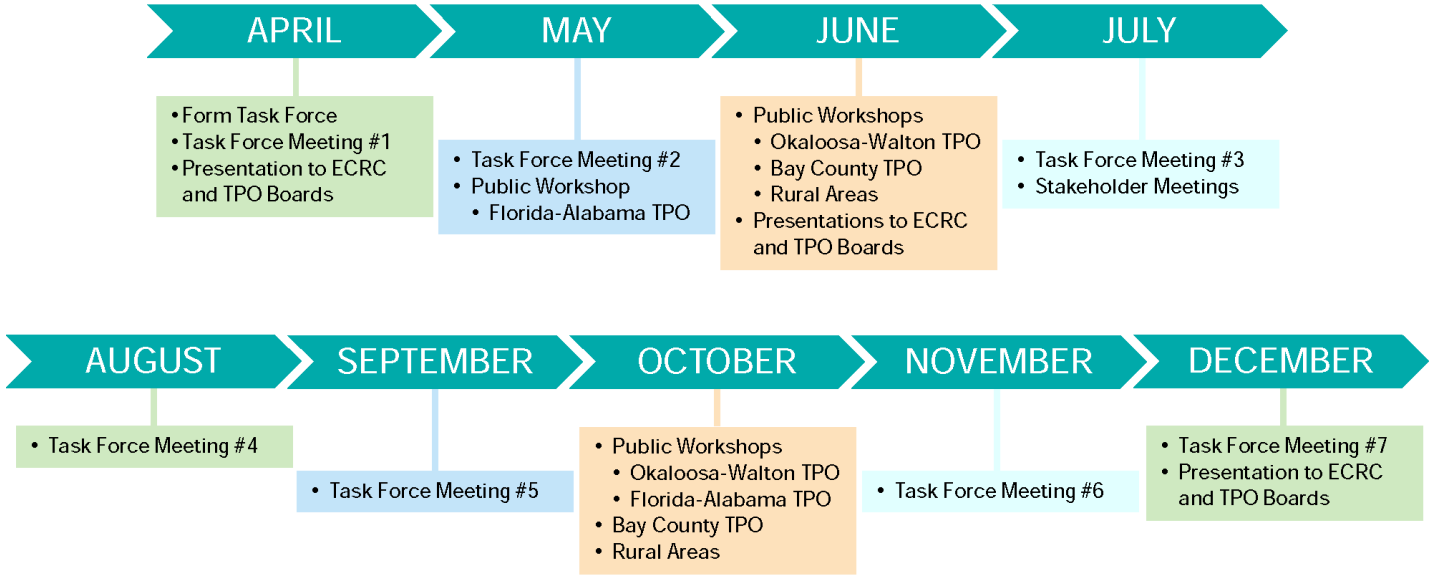
Hearing from the Community

Engagement with the stakeholders and community is a critical component in developing a Safety Action Plan. This process was heavily focused on the development and regular engagement of a Task Force, technical stakeholders, and members of the public. Feedback from these different groups provided much needed perspective to the data-driven safety analysis by providing information on the intangible "perceived" safety concerns that are not always illustrated in singularly data-driven processes influenced by crash data. Engagement was ongoing throughout plan development with:

- Seven virtual task force meetings
- Two rounds of engagement with between four and five public workshops each
- One-on-one stakeholder meetings as requested

In addition to meetings, a Story Map and project page were developed to provide access to information and deliverables as they were completed. Project updates were regularly presented to the ECRC board and the three TPO boards in the Emerald Coast region, Bay County TPO, Florida-Alabama TPO, and Okaloosa-Walton TPO. Engagement with the boards occurred in April, June, and December of 2024. The public engagement timeline is detailed below in **Figure 14**. The multifaceted approach to engagement allowed for varied feedback from technical experts, stakeholders, and members of the public. Materials from the engagement process are presented in **Appendix 3**.

FIGURE 14: PUBLIC ENGAGEMENT TIMELINE



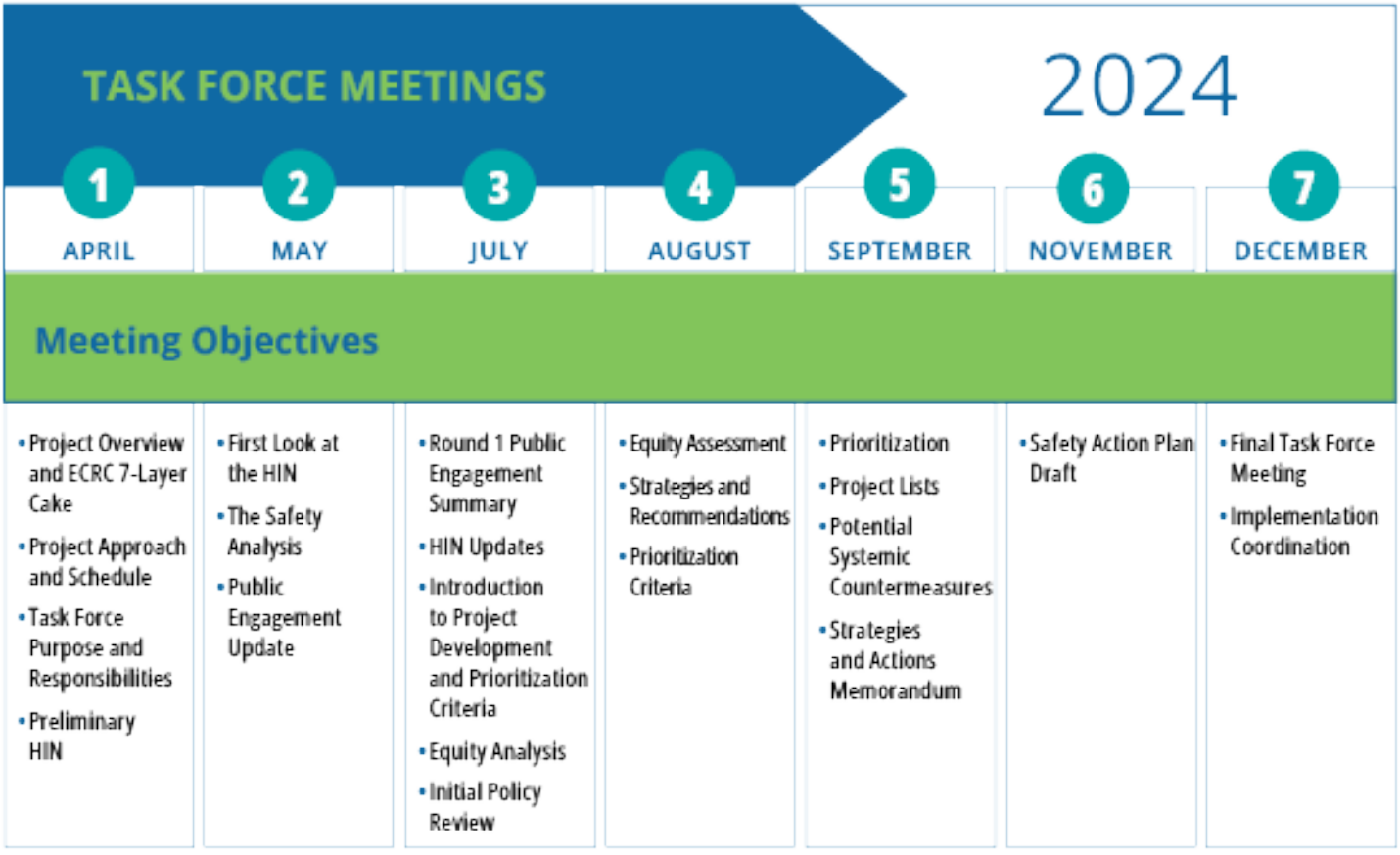
The Task Force

A Task Force was created to include elected officials and technical experts throughout the region in the Safety Action Plan development process. This group consisted of representatives from city and county government, law enforcement agencies, University of West Florida (UWF) Haas Center, TPOs, FDOT District 3, and the Federal Highway Administration (FHWA) Florida Division. The Task Force meetings were held virtually and included project updates and reviewing essential plan components. Task Force members were encouraged to provide feedback on draft deliverables ranging from the high injury network (HIN) lists, strategies and recommendations, prioritization criteria and methodology, project lists, and recommended regional countermeasures. Task Force meetings were held virtually, with an in-person option for the final meeting in Okaloosa County. Recordings of each meeting are available on the **ECRC website**. The Task Force was instrumental in the development of this regional plan, and their role in future implementation cannot be understated.



Images from Task Force Virtual Meeting Recordings

The Task Force met seven times during plan development.



Stakeholders

Stakeholders from local agencies and the three TPOs within the Emerald Coast region were involved in the plan development process to provide unique insight on transportation safety in their communities and ensure support and participation from local agencies. Ongoing coordination with stakeholders built an understanding of the Safety Action Plan and the SS4A program overall. This will help prepare local agencies for applying for SS4A funding in the future.



Florida-Alabama TPO ATMS/ITS Meeting in October 2024

Individual meetings were held with stakeholders for focused discussions on potential project priorities, policy review, and questions on project components. Individual stakeholder meetings included:

- City of DeFuniak
- Santa Rosa Island Authority
- Walton County
- FDOT District 3
- City of Niceville

During the HIN review process, some stakeholders provided recommendations for the HIN in their jurisdictions. The project team coordinated with the City of Pensacola, City of Niceville, and the FDOT District 3 Safety Office on their local HINs and hot spot locations. While these locations were not formally added to the ECRC regional HIN, they are recognized as significant to local communities and included with regional lists in **Appendix 1**.

Public Workshops

Public workshops were held at key points during the development of the Safety Action Plan to provide an opportunity for the public to review project materials and provide feedback. The workshops were designed to inform the community about the ECRC 7-Layer Cake, the Safety Action Plan process, and the transportation safety concerns being identified through the process. These workshops were held in an open house style format to allow community members to move freely throughout the room and ask questions when needed.



Public Workshop in Walton County in October 2024

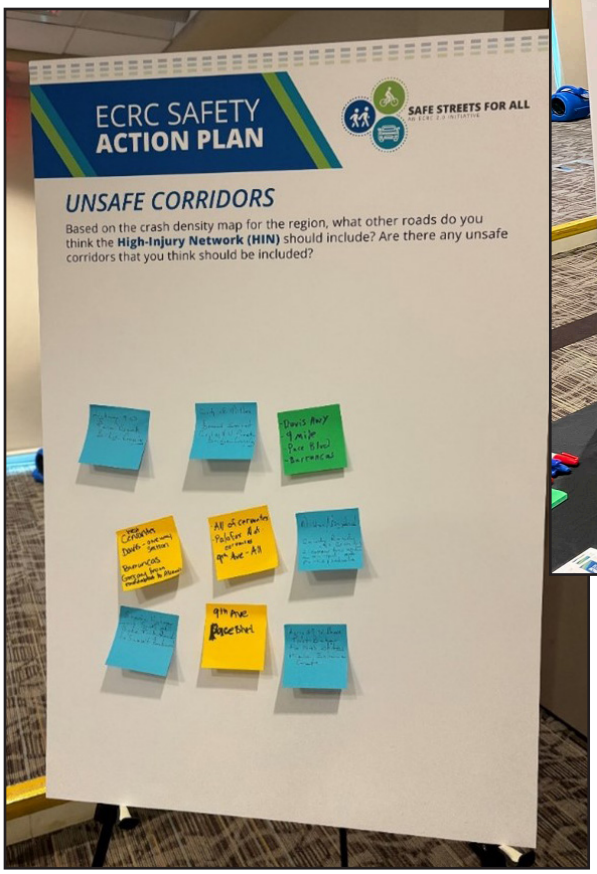
Public workshops were completed in two rounds throughout the development of the plan. In each round, four to five meetings were held within the three TPO regions as well as the rural areas in the Emerald Coast region. Workshops were held throughout the region to provide an opportunity for residents in all seven counties to attend a workshop.

Round 1

The intent for the first round of public workshops was to introduce the project, share information from preliminary data analysis, present the preliminary HIN, and hear from the public. Informational boards presented the Safety Action Plan components, the ECRC 7-Layer Cake, overall crash statistics for the region, and the preliminary HIN for each county. Prompts were provided to encourage attendees to share what they wanted out of the local transportation network, what other roads should be included in the HIN, and if there are additional unsafe corridors that should be included. Dates and locations of the first round of public workshops is included in **Table 9** below.

TABLE 9: ROUND 1 PUBLIC WORKSHOPS

Meetings	Date	Location
Florida-Alabama TPO	May 13, 2024	Pensacola Library
Rural Areas	June 17, 2024	Crestview University of Florida Extension Office
Okaloosa-Walton TPO	June 18, 2024	Okaloosa County Admin Building
Bay County TPO	June 26, 2024	BayWay Administration and Meeting Facility



Comment Boards at Public Workshop in Escambia County in May 2024



Public Workshop in Escambia County in May 2024



Public Workshop in Escambia County in May 2024



Rural Areas Public Workshop in June 2024



Public Workshop in Okaloosa County in June 2024

Round 2

In the second round of public workshops, prioritized project lists were shared with the public to hear their feedback. Similar to round 1 engagement, these meetings were open house style format and featured several informational boards to illustrate the layout of the draft plan. Information boards included the final HIN maps for the region and the three TPOs, a summary of Task Force and public engagement, prioritization criteria and process, Tier 1 project maps for the region and the three TPOs, systemic countermeasures, Smart Regions, and strategies and recommendations. Participants were invited to participate in a personal resolution activity to write down a personal resolution to make the roads safer. Dates and locations of the second round of public workshops is included in **Table 10** below.

TABLE 10: ROUND 2 PUBLIC WORKSHOP

Meetings	Date	Location
Okaloosa-Walton TPO	October 28, 2024	Chautauqua Building
Florida-Alabama TPO	October 29, 2024	Gulf Breeze Community Center
Florida-Alabama TPO	October 29, 2024	Tryon Branch Library
Rural Areas	October 30, 2024	Chipley City Hall
Bay County TPO	October 30, 2024	Panama City Port Authority





Public Workshop in Walton County in October 2024









Personal Resolution Activity at Public Workshops in October 2024



Public Workshop in Bay County in October 2024

Feedback

Public feedback was essential in developing the Safety Action Plan. Feedback during the process was heavily focused on providing locations on the HIN and other programmatic recommendations.

Location and the High Injury Network

Feedback was provided on the preliminary HIN in the first round of engagement including additional roadways to incorporate, frequent issues along these roadways, and how the HIN compares to what they are seeing in their communities. Through public engagement and feedback from the Task Force, 25 additional roadway segments and intersections were recommended for the HIN. Recommended roadways are listed in **Tables 11-13.** Additional input from the public and stakeholders provided guidance to the project team on the HIN methodology and aided them in making important updates.

TABLE 11: PUBLIC RECOMMENDED HIN ROADWAYS

Public Recommended Roadways				
Primary Road	Start/Intersection	End	County	Recommended
Davis Highway			Escambia	FL-AL Workshop
Davis Highway	I-110 Interchange	Wright St	Escambia	FL-AL Workshop
9 Mile Road			Escambia	FL-AL Workshop
Pace Boulevard			Escambia	FL-AL Workshop
Barrancas Avenue			Escambia	FL-AL Workshop
Cervantes Street			Escambia	FL-AL Workshop
E Gregory Street	N Alcaniz St	Pensacola Bay Bridge	Escambia	FL-AL Workshop
9th Avenue			Escambia	FL-AL Workshop
Palafox Street	North of Cervantes St		Escambia	FL-AL Workshop
Pensacola Scenic Bluffs Highway/ US-90	Summit Boulevard	South of Hyde Park Road	Escambia	FL-AL Workshop
US 90/FL-10	Pond Creek Bridge Crossing		Santa Rosa	FL-AL Workshop
Broad Street	Collins Mill Creek Bridge Crossing (near Monroe Street)		Santa Rosa	FL-AL Workshop
CR 191	City of Milton	Bagdad Area	Santa Rosa	FL-AL Workshop
Highway 87 N	Point Baker Community	87A/Langley Street	Santa Rosa	FL-AL Workshop
87A New Connector			Santa Rosa	FL-AL Workshop
Hospital Drive	Lewis Turner Boulevard		Okaloosa	OW Workshop
US 98	Gulf Shore Dr		Okaloosa	OW Workshop
SR 85	Live Oak Church Rd		Okaloosa	OW Workshop
Palmetto Street			Okaloosa	OW Workshop
US 90			Walton	OW Workshop
US 90	12th Street	1st Street	Walton	OW Workshop
US 331	Live Oak Ave		Walton	OW Workshop
Highway 4			Okaloosa	Rural Areas Workshop
Highway 189			Okaloosa	Rural Areas Workshop
Highway 2			Okaloosa	Rural Areas Workshop

TABLE 12: TASK FORCE RECOMMENDED HIN ROADWAYS

Task Force Recommended Roadways				
Primary Road	Start/Intersection	End	County	Recommended
US 98/15th St	Beck Avenue	Hathaway Bridge	Bay	Task Force #1
9th Avenue	Bayou Boulevard	Fairfield Drive	Escambia	Task Force #1
Barrancas Ave	E Street	Business 98	Escambia	Task Force #1
US 98	Marler Street	William T. Marler Bridge	Okaloosa	Task Force #1
Pensacola Bay Bridge	Intersection of E Gregory Street and N 14th Avenue		Escambia	Task Force #2
US 98 in Mary Esther			Okaloosa	Task Force #2
Hamilton Bridge Road			Santa Rosa	Task Force #2
Woodbine Road			Santa Rosa	Task Force #2
Five-Points			Santa Rosa	Task Force #2
Magnolia Street	SR 89	SR 87	Santa Rosa	Task Force #2
Willard Norris Road	Anderson Lane	SR 89	Santa Rosa	Task Force #2
US 331	S of US 90		Walton	Task Force #2
US 331			Walton	Task Force #2

TABLE 13: STAKEHOLDER RECOMMENDED HIN ROADWAYS

Stakeholder Recommended Roadways				
Primary Road	Start/Intersection	End	County	Recommended
Chat Holley Road			Santa Rosa	Okaloosa-Walton County Citizen Advisory Committee Meeting
MLK Boulevard (Highway 77)	US 98		Bay	Bay County TPO Board Meeting
US 98	Hathaway Bridge	Sherman Avenue	Bay	Bay County TPO Board Meeting

Programmatic Feedback

In addition to roadway segments and intersections, the public and task force feedback was provided on systemic safety issues within the region. Many safety concerns were shared throughout this engagement process that can be addressed with systemic and programmatic countermeasures. Systemic countermeasures are safety measures that can be applied to numerous areas with similar safety issues. More details on systemic countermeasures are provided in **Chapter 4**. Safety needs reported during engagement included:

- Speeding Enforcement
- Bicyclist and Pedestrian Infrastructure
- Restricting Right Turn on Red
- Red Light Enforcement
- Red Signal Ahead Warning Signs
- Medians

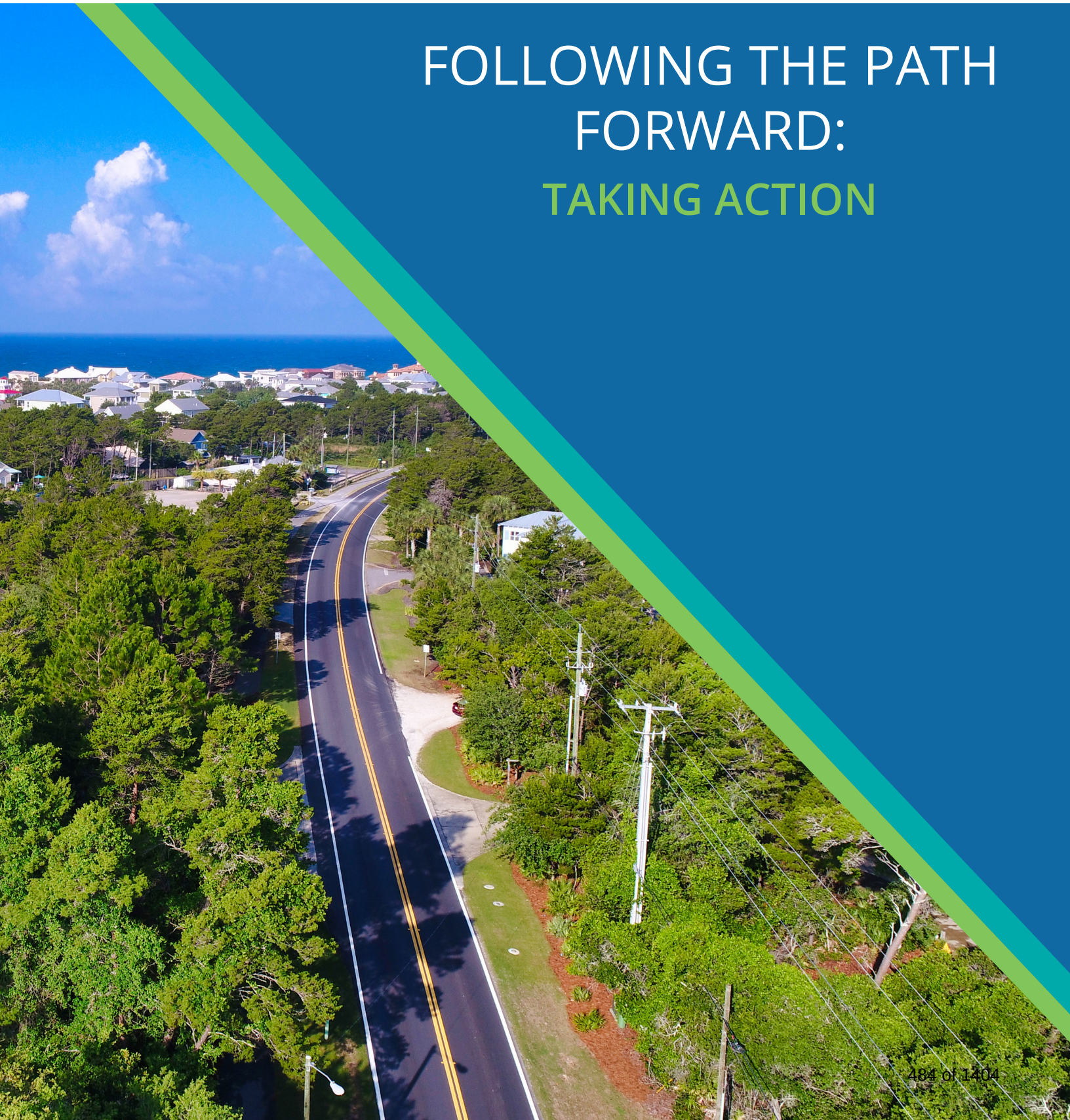


US 90 in City of DeFuniak Springs

CHAPTER 4

FOLLOWING THE PATH FORWARD:

TAKING ACTION



Taking Action

This Safety Action Plan identifies locations within the Emerald Coast's transportation network that are most in need of safety improvements and provides high-level countermeasures to bolster safety in these areas.

A High Injury Network (HIN) was developed for the region based on a historical crash analysis for the five-year period of 2019 to 2023. The HIN identified unsafe roadway locations that exhibit frequent crashes. A prioritization was completed that elevated segments of the HIN to Priority Project status. The prioritization focused on several criteria aligned with the ECRC's goals, but safety was weighted most heavily. The Priority Projects represent the most dangerous segments of the HIN that are in need of urgent safety improvements.



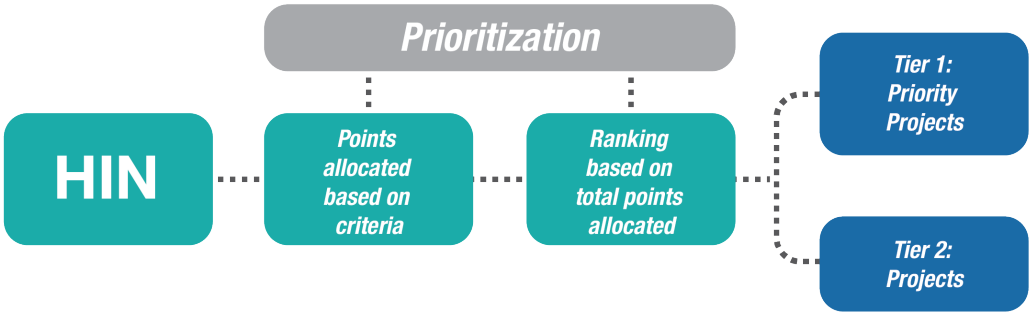
US 90 in City of DeFuniak Springs

In this chapter, countermeasures are recommended to remediate safety issues associated with Priority Projects. The countermeasures provide trusted and proven improvements that should be used to enhance safety for all roadway users. From these countermeasures, recommendations for Priority Project improvements are described, which focus largely on design, education, and planning efforts. These recommendations are high-level and are intended to be flexible for implementation at the local level.

Prioritization Methodology

The Emerald Coast's High Injury Network (HIN) is comprised of 200 segments of roadway that have high rates and frequencies of traffic fatalities and serious injuries, making them essentially the most dangerous corridors in the region. Across the region's seven counties, these segments represent corridors that will benefit from additional planning and design to improve safety conditions for a variety of users.

FIGURE 15: PRIORITIZATION PROCESS



As part of the SS4A program requirements for a compliant Safety Action Plan, a prioritization methodology was developed to help the ECRC identify regional project priorities. The prioritization process is shown in **Figure 15**. This prioritization allocated points to each segment of the HIN based on defined criteria and then ranked the HIN segments by the total number of points allocated. A complete list of prioritization points allocated to each HIN segments is provided in **Appendix 4**. The HIN segments were then sorted into two tiers based on ranking: Tier 1 Priority Projects and Tier 2 Projects. Priority roadway projects identified through other regional or local safety action plans may be incorporated into this plan by utilizing the systemic countermeasures, strategies, and recommendations discussed later in this chapter. Such countermeasures, strategies, and recommendations were developed to be high-level and broadly applicable to roadways in need of safety improvements, not just the Tier 1 Priority Projects identified in this plan.

Criteria

The prioritization methodology relied on a set of criteria that emphasized safety, equity, multimodal transportation, and existing planning efforts in the region. The criteria groups and correlating evaluation metrics are included in **Table 14** below. Each criterion was assigned a pre-weighted point value to heavily prioritize safety criteria and the individual HIN segments were allocated these points if they met the criteria. This process allowed HIN segments most aligned with the SS4A and Emerald Coast Regional Council's goals to be elevated as projects with Tier 1 priority status.

TABLE 14: PRIORITIZATION CRITERIA

Criteria Groups	Criteria	Evaluation Metric
Safety	S1	Overall Crash Rate and Crash Frequency is in the 80th or 90th percentile for the county
	S2	Fatal and Serious Injury (KSI) Crash Rate and Crash Frequency is in the 80th or 90th percentile for the county
Equity	E1	Segment is in an Equity Priority Area
	E2	Segment is located in a Census Tract designated as Transportation Disadvantaged by the USDOT Justice40 Climate and Economic Justice Screening Tool (CEJST)
Multimodal	MM1	A crash involving a Vulnerable Road User (VRU) occurred along or within 100 feet of the segment
	MM2	A fatal Crash involving a VRU occurred along or within 100 feet of the segment
Planning Consistency & Feasibility	PCF1	Segment has had preliminary planning or other studies completed, or is identified in an existing plan
	PCF2	Segment overlaps with FDOT District 3 Top 40 High Crash Corridors

The four criteria groups highlighted in the prioritization were **Safety, Equity, Multimodal, and Planning Consistency and Feasibility**. Each of these groups had two criteria, with each criterion assigned a point value based on its alignment with program and ECRC goals. A maximum of 20 points across all four criteria groups was possible for each segment of the HIN. The prioritization criteria looked at these four groups in an effort to identify priority projects that are holistically aligned with the ECRC's transportation goals, as well as those outlined by the SS4A program.

SAFETY

The safety metrics utilized in the prioritization were crash rate and crash frequency. For each HIN segment, the overall crash rate and crash frequency were calculated. The crash rate and crash frequency for fatal and serious injury crashes were also separately calculated for each HIN segment. Points were awarded to the HIN segment if the crash rate and crash frequency, for either the overall crashes or fatal and serious injury crashes, were in the 80th percentile or higher for the county that segment is located in. Additional points were awarded to segments that had crash rates and crash frequencies in the 90th percentile or higher.

MULTIMODAL

To ensure that the prioritization was representative of all roadway users, metrics to evaluate multimodal transportation were considered. Vulnerable Road Users (VRUs) include transportation network users who do not travel in a vehicle, largely bicyclists and pedestrians. Points were allocated to segments where a crash involving a VRU occurred on or within 100 feet of the roadway. Additional points were allocated to HIN segments where a crash occurred that resulted in a VRU fatality.

EQUITY

Equity was also considered in the prioritization. The metrics evaluated under this criteria group included Equity Priority Areas and Transportation Disadvantaged Census Tracts.

Equity Priority Areas include Census Tracts that have been designated by the USDOT Equitable Transportation Community (ETC) Tool as Areas of Persistent Poverty, Historically Disadvantaged, or Transportation Disadvantaged. Points were allocated to HIN segments that intersected an Equity Priority Area, even if this intersection was partial.

Similarly, points were awarded to segments that intersected or partially intersected Census Tracts identified as Transportation Disadvantaged through the USDOT Justice40 Climate and Economic Justice Screening Tool (CEJST).

PLANNING CONSISTENCY & FEASIBILITY

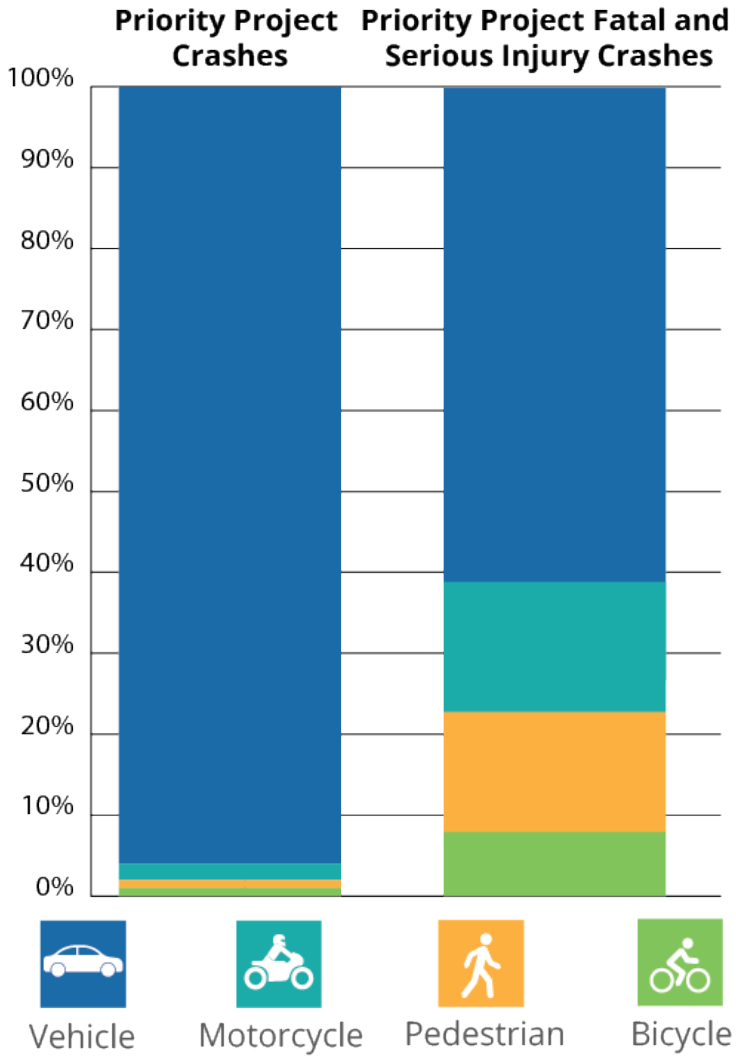
Planning Consistency and Feasibility was considered in the prioritization to ensure that HIN segments ranked as priority segments could reasonably be considered for supplemental planning activities or projects. This criteria group evaluated how achievable additional planning activities are for the individual segments of the HIN and if these planning activities are consistent with the goals of local jurisdictions within the Emerald Coast. To assess this feasibility, 34 plans from multiple agencies across the region were reviewed to deduce which roadway sections have been considered for additional planning measures. Points were awarded to HIN segments that overlapped or intersected any roadway included in these plans. Additional points were awarded if any segment of the HIN overlapped or intersected an FDOT District 3 Top 40 High Crash Corridor.

Project Recommendations

Tier 1 Priority Projects

Out of the 200 HIN segments, 65 segments were categorized into Tier 1 Priority Projects. Tier 1 Priority Projects include segments that scored in the top 50% of points possible, between 11 and 20 total points, and represent the roadway corridors most urgently in need of additional safety infrastructure and improvements. Countermeasures and project recommendations for each of these segments can be found later in this chapter. Tier 1 Priority Projects represent the most unsafe roadway locations within the Emerald Coast Region and are recommended for additional planning measures and infrastructure improvements. **Figure 16** shows the total crashes and fatal and serious injury crashes of the Tier 1 Priority Projects by transportation mode. **Maps 7-10** below display Tier 1 Priority Projects by TPO or rural areas with corresponding lists of the Tier 1 Priority Projects in **Tables 15, 17, 19, 21**.

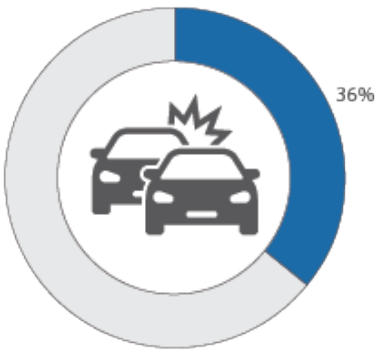
FIGURE 16: TIER 1 PRIORITY PROJECT CRASHES AND FATAL AND SERIOUS INJURY CRASHES BY TRANSPORTATION MODE



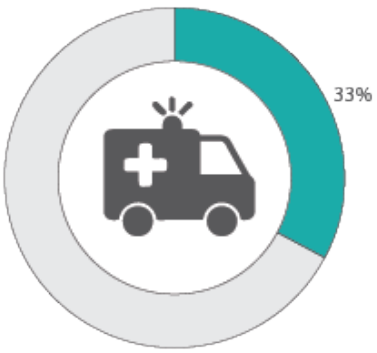
Tier 2 Projects

The remaining 135 segments scored in the lower 50% of points possible, between 0 and 10 points, and were categorized into Tier 2 Projects. Tier 2 Projects are included on the HIN and represent further opportunities for safety projects and SS4A implementation grants. The full list of Tier 2 Projects can be found in the **Appendix 5**.

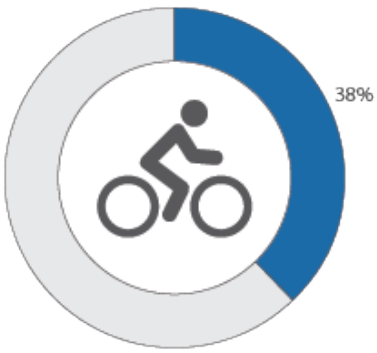
FIGURE 17: TIER 1 PRIORITY PROJECT CRASH DATA



36% of the region's crashes occurred on Tier 1 Priority Projects



33% of the region's fatal and serious crashes occurred on Tier 1 Priority Projects



38% of the region's VRU crashes occurred on Tier 1 Priority Projects

Intersection Projects

As part of the Safety Action Plan, intersections were evaluated based on total number of crashes, crash rate, and equivalent property damage only (EPDO). These different factors allowed the intersections to be evaluated from a variety of perspectives to determine what intersections are most in need of safety improvements. Ultimately, the intersections were prioritized using EPDO rank, which is an industry-accepted standard for ranking the safety of locations by combining the frequency and severity of crashes per FHWA. The top 10 intersections from each county were then identified as priority projects. Those intersections are listed in TPO-specific project lists in **Table 16, 18, 20, and 22.**

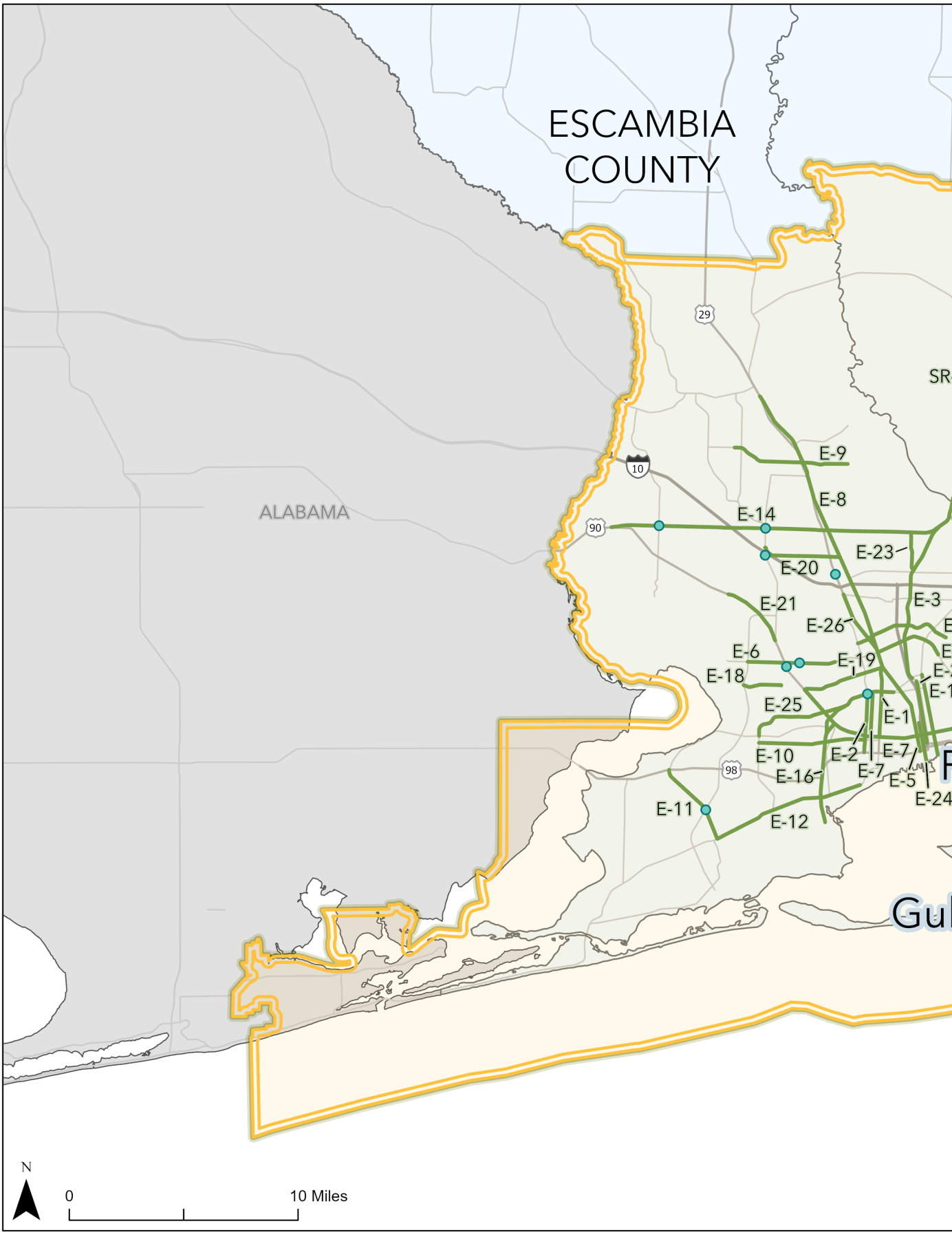


Intersection of US 98 and Watersound Parkway in Walton County

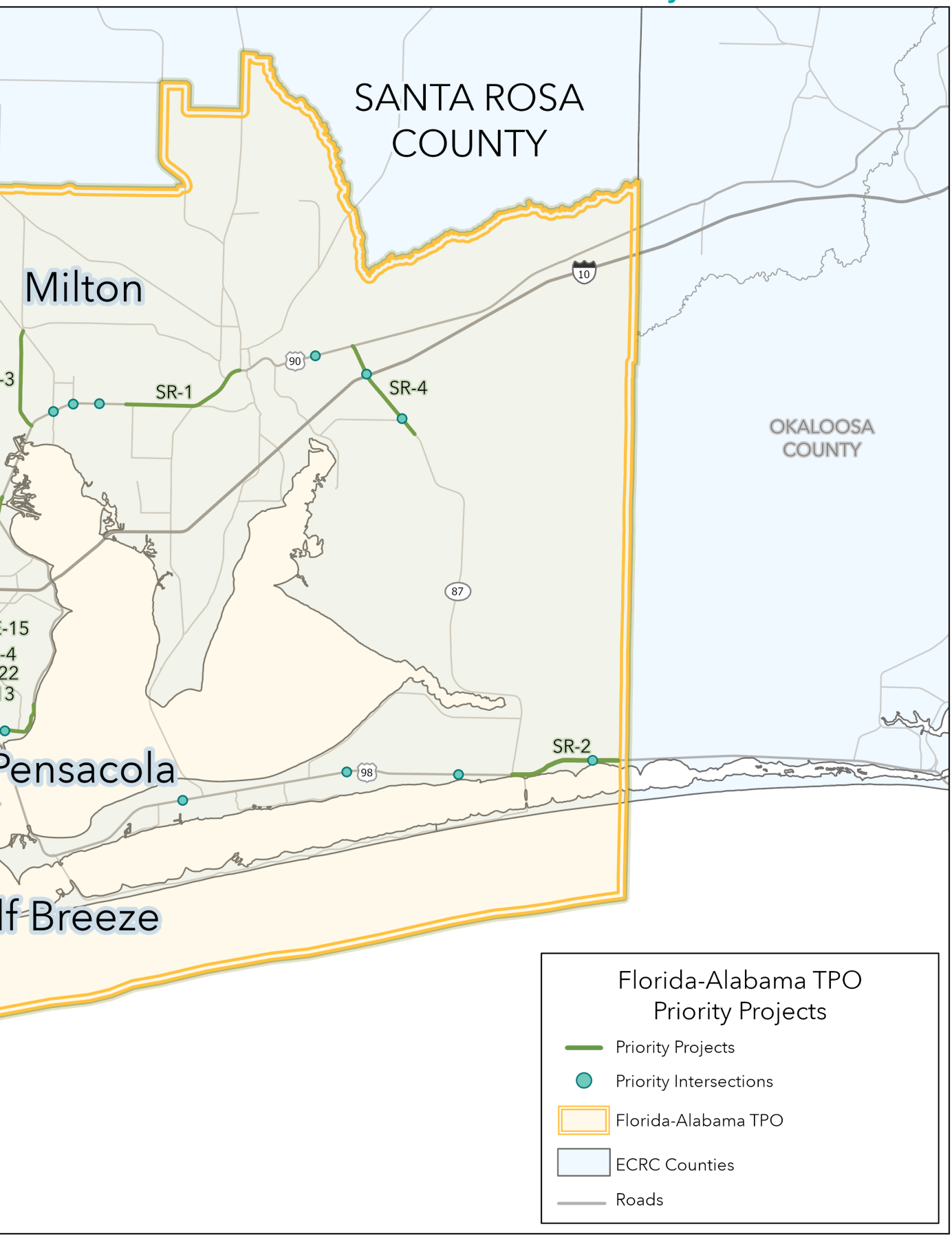


Intersection of South Palafox Street and Main Street in City of Pensacola

Florida-Alabama TPO



MAP 7: FLORIDA-ALABAMA TPO TIER 1 PRIORITY PROJECTS AND INTERSECTIONS



Florida-Alabama TPO

TABLE 15: FLORIDA-ALABAMA TPO TIER 1 PRIORITY PROJECTS

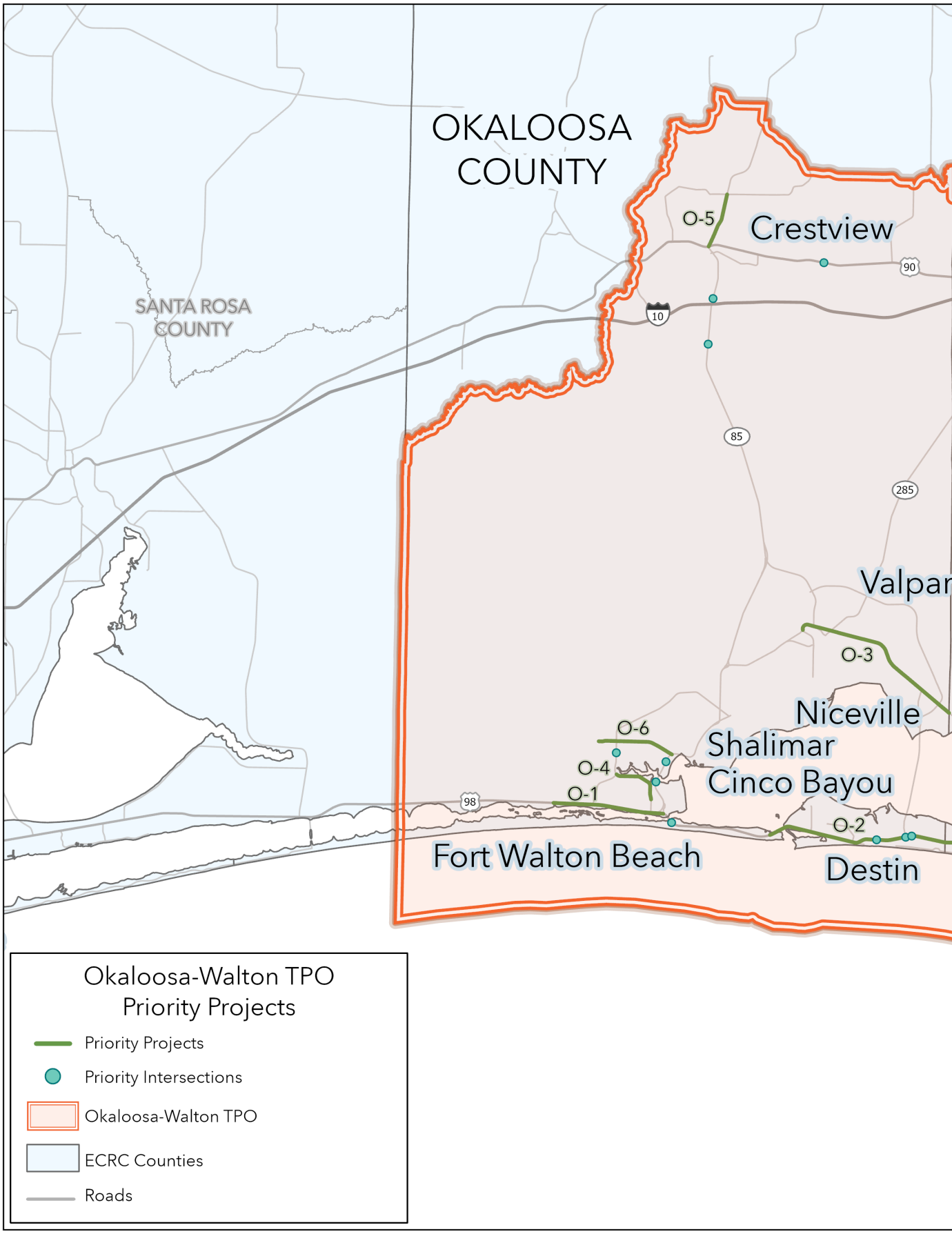
Florida-Alabama TPO Priority Projects					
Segment Number	**Roadway**	**Begin**	**End**	**County**	**Jurisdiction**
Escambia-1	S PACE BLVD	US 90/W CERVANTES ST	US-29/SR-95	Escambia	State
Escambia-2	N W ST	US-98/SR-30	SR-295/W FAIRFIELD D	Escambia	State
Escambia-3	US 90/N DAVIS HWY	SR-295/E FAIRFIELD D	US 90/9 MILE RD	Escambia	State
Escambia-4	BRENT LN/SR-296	US-29/SR-95/N PALAFOX	N 12TH AVE	Escambia	State
Escambia-5	US 29/N PALAFOX ST	DIAMOND DIARY RD	GARDEN ST	Escambia	State
Escambia-6	W MICHIGAN AVE/ SAUFLEY FIELD RD	MILLVIEW RD	FAIRVIEW DR	Escambia	State
Escambia-7	US-90/W CERVANTES ST	HYDE PARK RD	MASSACHUSETTS AVE	Escambia	State
Escambia-8	N HWY 95A	US-29/SR-95	US-29/SR-95	Escambia	County
Escambia-9	W KINGSFIELD RD	HWY 297A	CHEMSTRAND RD	Escambia	County
Escambia-10	W JACKSON ST	SR-727	CR-453/W ST	Escambia	State
Escambia-11	SR 297/DOG TRACK RD	SR-292	US-98/SR-30	Escambia	State
Escambia-12	SR-292/GULF BEACH HWY/BARRANCAS AVE	CR-297/DOG TRACK RD	LEMHURST RD	Escambia	State
Escambia-13	SR 289/N 9TH AVE	BAYFRONT PKWY	FAIRFIELD DR	Escambia	State
Escambia-14	N DAVIS HWY	US-90/SR-10A/MOBILE	ESCAM/SNTA CNTY LINE	Escambia	State
Escambia-15	AIRPORT BLVD	N W ST	N 12TH AVE/TIPPIN AVE	Escambia	State
Escambia-16	S NAVY BLVD/SR-295	N END BAYOU GRANDE	48080016 NB ON	Escambia	State
Escambia-17	N T ST	US-90/SR-10A	W FAIRFIELD DR	Escambia	State
Escambia-18	CERNY RD	SR-173	MARLANE DR	Escambia	State
Escambia-19	MASSACHUSETTS AVE	US 90	US-29/SR-95	Escambia	State
Escambia-20	W DETROIT BLVD	SR-297	US29/SR95/PENSACOLA	Escambia	State
Escambia-21	US 90/W CERVANTES ST	KLONDIKE RD	FAIRGROUNDS	Escambia	State
Escambia-22	N ALCANIZ ST	E WRIGHT ST	E FAIRFIELD DR	Escambia	State
Escambia-23	UNIVERSITY PKWY	SR-291	US-90A/SR-10/E NINE	Escambia	State
Escambia-24	N TARRAGONA ST	E BLOUNT ST	SR-196/E MAIN ST	Escambia	State
Escambia-25	W FAIRFIELD DR/CR-727	LILLIAN HWY	US-90/SR-10A/MOBILE	Escambia	State
Escambia-26	US-29/PENSACOLA BLVD	DIAMOND DAIRY RD	BRENT LN	Escambia	State
Santa Rosa-1	HWY 90	PACE LN	SR-87/STEWART ST	Santa Rosa	State
Santa Rosa-2	US 98/NAVARRE PKWY	SR-87	OKALOOSA COUNTY LINE	Santa Rosa	State
Santa Rosa-3	WOODBINE RD	US 90/SR 10	CHUMUKLA HWY	Santa Rosa	County
Santa Rosa-4	HWY 87 S	FARRINGTON RD	US-90/SR-10	Santa Rosa	State

Florida-Alabama TPO

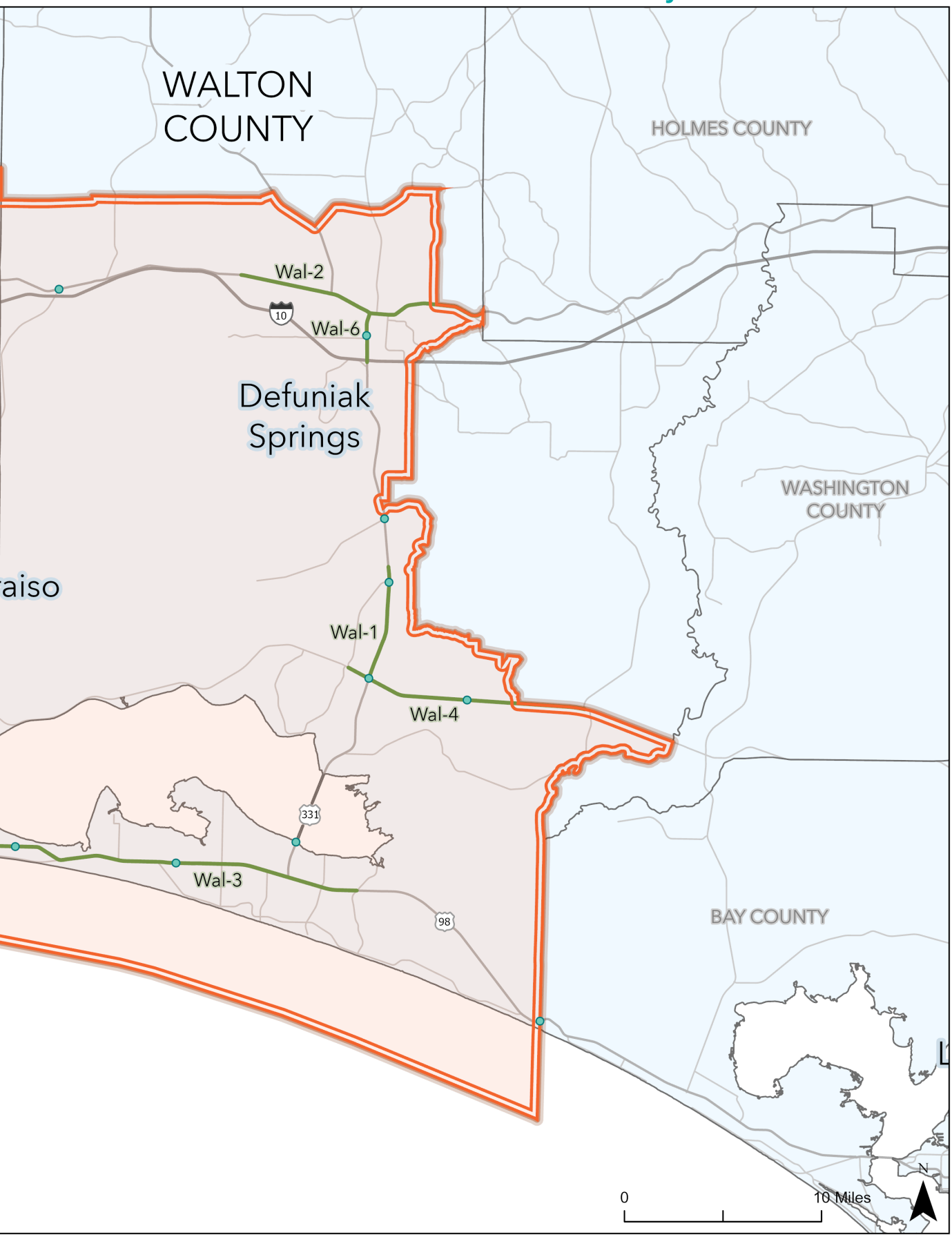
TABLE 16: FLORIDA-ALABAMA TPO PRIORITY INTERSECTIONS

Florida-Alabama TPO Top Intersections			
EPDO Rank	**Roadway**	**Intersection**	**County**
1	BEULAH RD	US-90A/SR-10/W 9 MILE RD	Escambia
2	WILDE LAKE BLVD	SR-297/PINE FOREST RD	Escambia
3	BOULDER AVE	US-90/SR-10A/MOBILE HWY	Escambia
4	CR-297/DOG TRACK RD	SR-173/S BLUE ANGEL PKWY	Escambia
5	SR-97	US-29/SR-95	Escambia
6	CR-453/N W ST	SR-295/W FAIRFIELD DR	Escambia
7	PINE FOREST RD	US-90A/SR-10/W 9 MILE RD	Escambia
8	CR-495/W HOPE DR	US-29/SR-95/PENSACOLA BLVD	Escambia
9	CHICAGO AVE	SR-296/W MICHIGAN AVE	Escambia
10	N 19TH AVE	US-90/SR-10A/E CERVANTES ST	Escambia
1	CR-184/NICHOLS LAKE RD	SR-87	Santa Rosa
2	AIR PRODUCTS PLNT RD	US-90/SR-10/CAROLINE ST	Santa Rosa
3	CR-197/FLORIDATOWN	US-90/SR-10/CAROLINE ST	Santa Rosa
4	AIRPORT RD	US-90/SR-10/SR-87	Santa Rosa
5	CR-197B/W SPENCER FI	US-90/SR-10/CAROLINE ST	Santa Rosa
6	WHISPERING PNES BLVD	US-98/SR-30/NAVARRE PKWY	Santa Rosa
7	CORAL ST	US-98/SR-30/NAVARRE PKWY	Santa Rosa
8	GREEN BRIAR PKWY	US-98/SR-30/GULF BREEZE PKWY	Santa Rosa
9	TO I-10 WB	SR-87	Santa Rosa
10	AMBASSADOR DR	US-98/SR-30/GULF BREEZE PKWY	Santa Rosa

Okaloosa-Walton TPO



MAP 8: OKALOOSA-WALTON TPO TIER 1 PRIORITY PROJECTS AND INTERSECTIONS



Okaloosa-Walton TPO

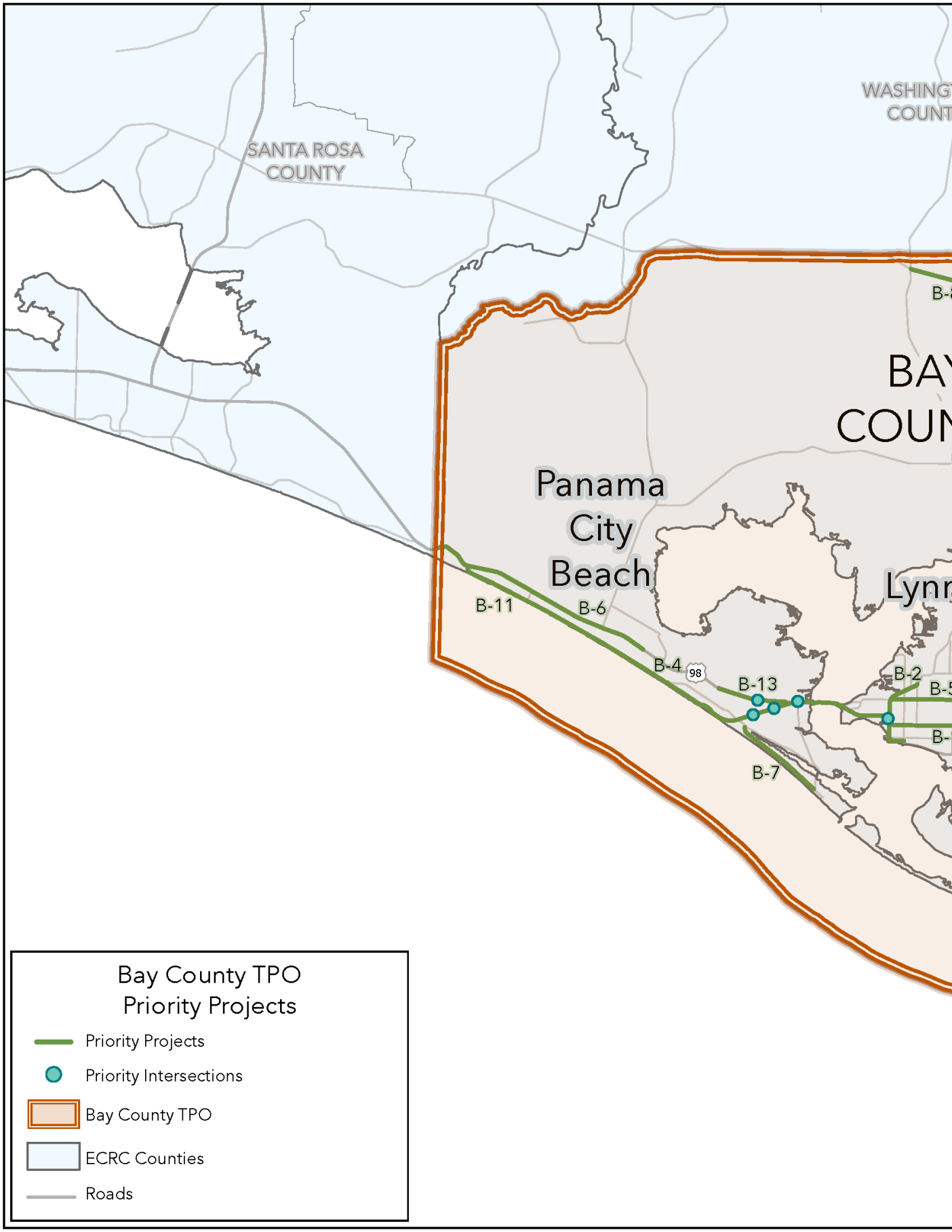
TABLE 17: OKALOOSA-WALTON TPO TIER 1 PRIORITY PROJECTS

Okaloosa-Walton TPO Priority Projects					
Segment Number	**Roadway**	**Begin**	**End**	**County**	**Jurisdiction**
Okaloosa-1	US 98/MIRACLE STRIP PKWY E	KERWOOD RD	SR 145/BROOKS ST SE	Okaloosa	State
Okaloosa-2	US 98/EMERALD COAST PKWY	COASTGUARD STATION	WALTON CO LINE	Okaloosa	State
Okaloosa-3	SR 20/JOHN SIMS PKWY	SR 397	SR 85	Okaloosa	State
Okaloosa-4	SR 189/BEAL PKWY	HOLLYWOOD BLVD	SR 393/MARY ESTHER CUTOFF	Okaloosa	State
Okaloosa-5	SR 85/N FERDON BLVD	OLD BETHEL RD	US 90	Okaloosa	State
Okaloosa-6	RACETRACK RD	MLK BLVD	SR-85/EGLIN PKWY	Okaloosa	State
Walton-1	US-331	SR-20/MAIN ST	OWLS HEAD RD	Walton	State
Walton-2	US-90/SR-10	BOY SCOUT RD	HOLMES CO LINE	Walton	State
Walton-3	US-98/SR-30	OKALOOSA CO LINE	CO HWY 395	Walton	State
Walton-4	SR-20	SR-81	US-331/MADISON ST	Walton	State
Walton-6	US-331/SR-83	I-10 WB RAMP	E NELSON AVE	Walton	State

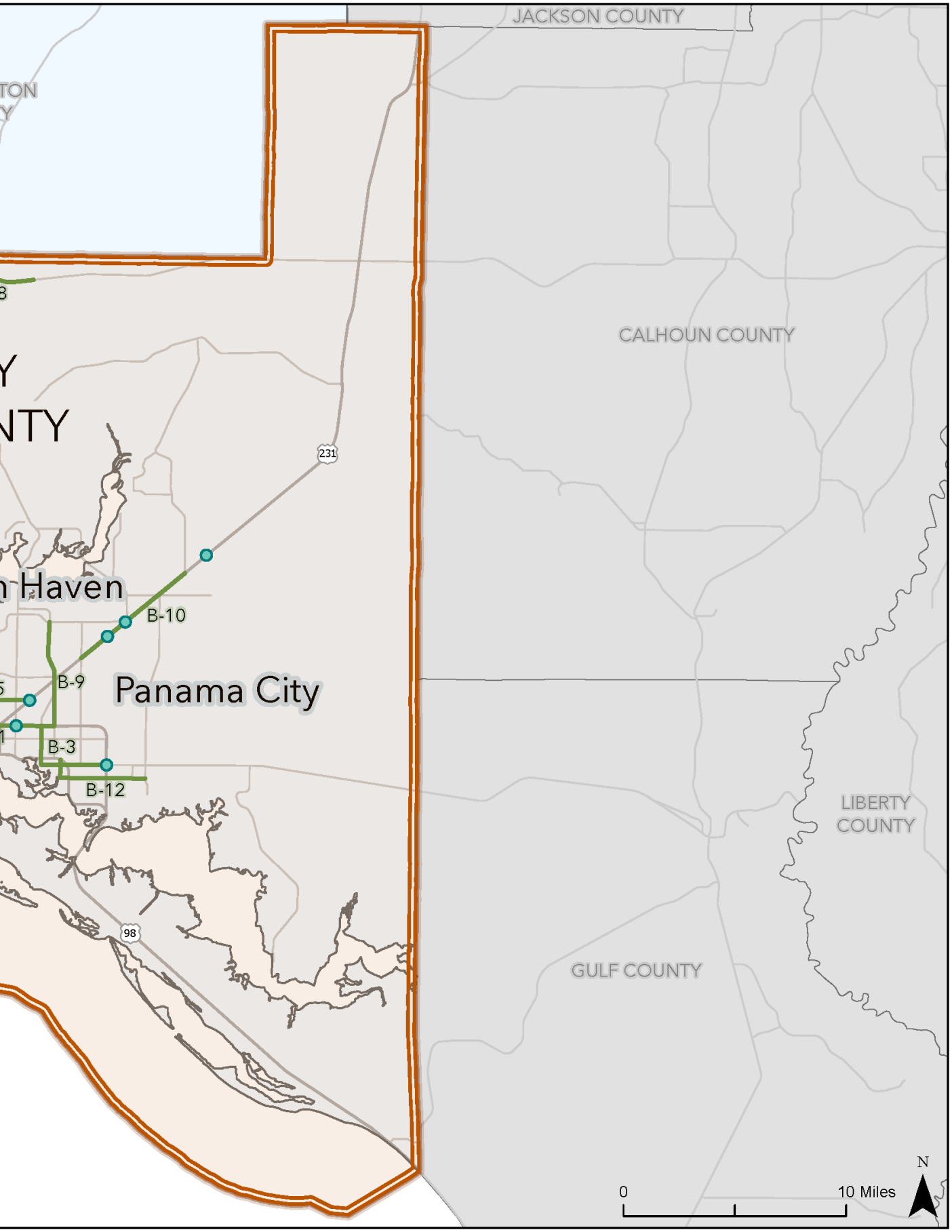
TABLE 18: OKALOOSA-WALTON TPO PRIORITY INTERSECTIONS

Okaloosa-Walton TPO Top Intersections			
EPDO Rank	**Roadway**	**Intersection**	**County**
1	LIVE OAK CHURCH RD	SR-85/S FERDON BLVD	Okaloosa
2	SANTA ROSA BLVD	US-98/SR-30	Okaloosa
3	MIRAGE AVE	SR-85/S FERDON BLVD	Okaloosa
4	LEGENDARY DR	US-98/SR-30/EMERALD COAST PKWY	Okaloosa
5	FIRST AVE	SR-85/EGLIN PKWY	Okaloosa
6	CLINT MASON RD	US-90/SR-10/E JAMES LEE BLVD	Okaloosa
7	SR-293/HUTCHINSON ST	US-98/SR-30/EMERALD COAST PKWY	Okaloosa
8	HENDERSON BEACH RD	US-98/SR-30/EMERALD COAST PKWY	Okaloosa
9	CLIFFORD ST/CARMEL DR	CR-189/BEAL PKWY	Okaloosa
10	SR-189A/YACHT CLUB DR	SR-85/EGLIN PKWY	Okaloosa
1	SR-20	US-331	Walton
2	DON BISHOP RD	US-98/SR-30	Walton
3	MADISON ST	US-331/SR-83	Walton
4	SR-285	US-90/SR-10/E MOSSY HEAD MAIN ST	Walton
5	GRANDE POINTE BLVD	US-98/SR-30	Walton
6	HOLIDAY RD	US-98/SR-30/EMERAL COAST PKWY	Walton
7	J W HOLLINGTON RD	SR-20	Walton
8	CR-282/SEGREST RD	US-331/SR-83	Walton
9	CHAT HOLLEY RD	US-331/SR-83	Walton
10	SHOPPING	US-331/SR-83	Walton

Bay County TPO



MAP 9: BAY COUNTY TPO TIER 1 PRIORITY PROJECTS AND INTERSECTIONS



Bay County TPO

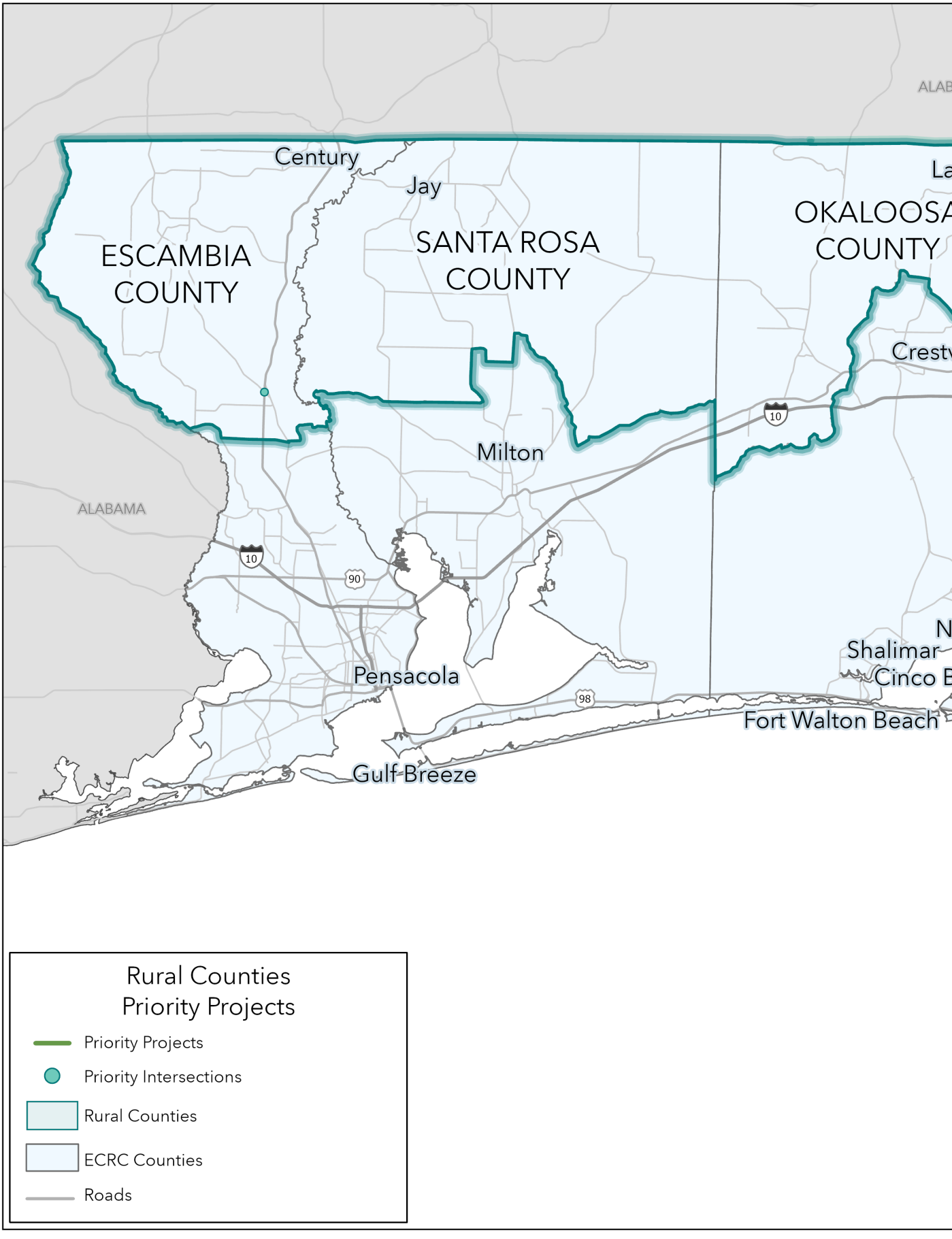
TABLE 19: BAY COUNTY TPO TIER 1 PRIORITY PROJECTS

Bay County TPO Priority Projects					
Segment Number	**Roadway**	**Begin**	**End**	**County**	**Jurisdiction**
Bay-1	US-98/SR-30	THOMAS DR	N EAST AVE	Bay	State
Bay-2	US 98B/FL-30/9TH ST/BECK AVE/SAINT ANDREWS BLVD	CR-385/FRANKFORD AVE	SR-327/LISENBY AVE	Bay	State
Bay-3	SR-22/E 3RD ST/SHERMAN AVE	US 98/N TYNDALL PKWY	US 98/E 15TH ST	Bay	State
Bay-4	SR-30/FRONT BEACH RD	SR-79/ARNOLD RD	THOMAS DR	Bay	County
Bay-5	SR-368/W 23RD ST	SR 390/BECK AVE/ST ANDREWS BLVD	US-231	Bay	State
Bay-6	US-98/SR-30	OKALOOSA CO LINE	HILLS RD	Bay	State
Bay-7	SR-392/THOMAS DR	CR-3030/N LAGOON DR	CR-3031/BRISTOL ST	Bay	County
Bay-8	SR-20	SR-77	LITTLE BLUE LN	Bay	State
Bay-9	SR-389/N EAST AVE	US-98/SR-30A	E HWY 390	Bay	State
Bay-10	US-231	TRANSMITTER RD	CR-2301	Bay	State
Bay-11	SR-30/FRONT BEACH RD	US-98/PANAMA CITY BEACH PKWY	SR-79/ARNOLD RD	Bay	County
Bay-12	EVERITT AVE/CHERRY ST	US-98B/SR-30	N STAR AVE	Bay	County
Bay-13	US-98/SR-30A/PANAMA CITY BEACH PKWY	RICHARD JACKSON BLVD	SR-30	Bay	State

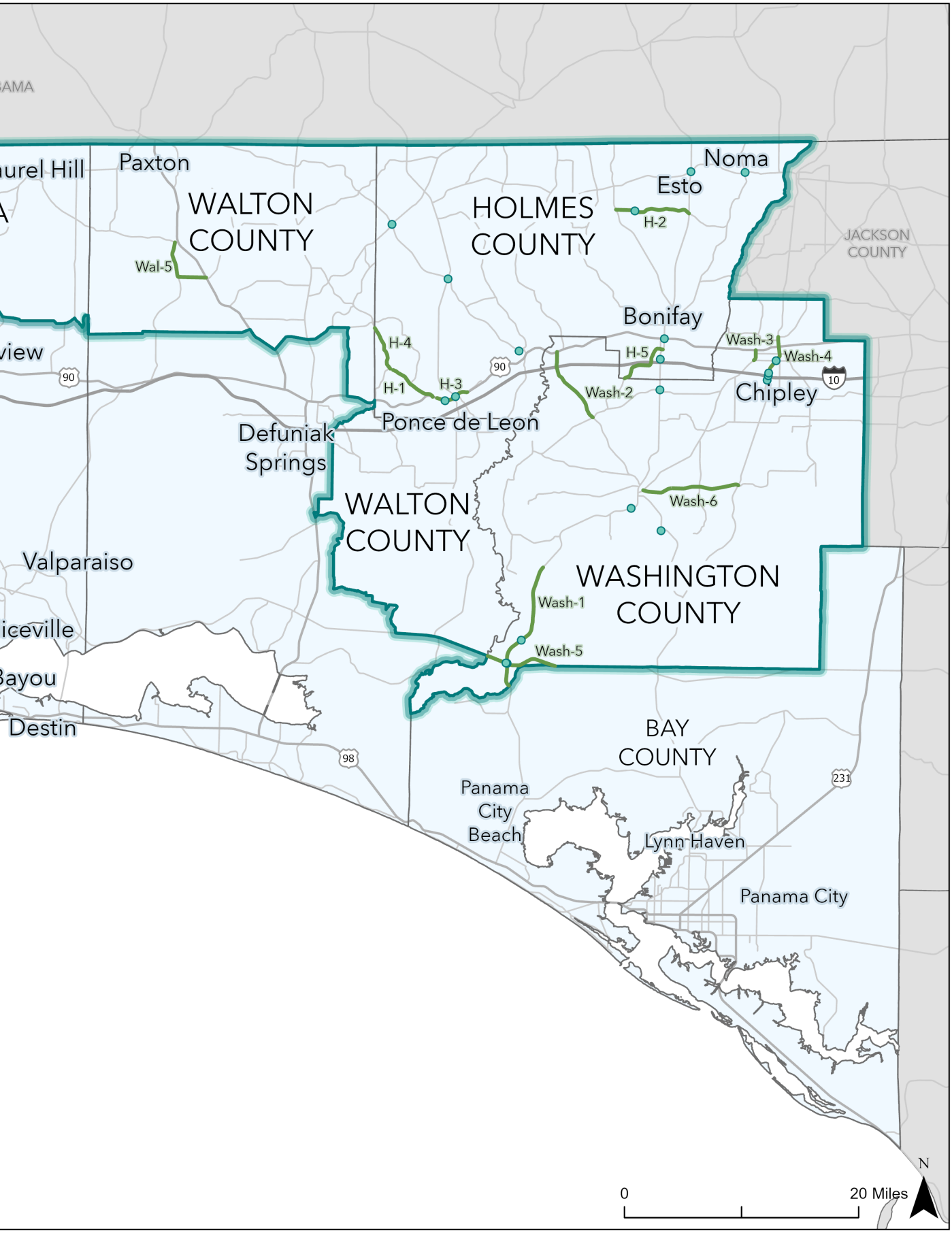
TABLE 20: BAY COUNTY TPO PRIORITY INTERSECTIONS

Bay County TPO Top Intersections			
EPDO Rank	**Roadway**	**Intersection**	**County**
1	ALLISON AVE	US-98/SR-30A/PANAMA CITY BEACH PKWY	Bay
2	SR-368/E 23RD ST	US-231/SR-75	Bay
3	PIPELINE RD	US-231/SR-75	Bay
4	BAYOU GEORGE DR	US-231/SR-75	Bay
5	W 17TH ST/BAYVIEW AVE	US-98/SR-30A	Bay
6	THOMAS DR/WILDWOOD RD	US-98/SR-30/PANAMA CITY BEACH PKWY	Bay
7	PRYOR AVE	SR-30/FRONT BEACH RD	Bay
8	JOAN AVE	SR-30/FRONT BEACH RD	Bay
9	CR-390/E HWY 390	US-231/SR-75	Bay
10	SR-22/WEWA HWY/ E 3RD ST	US-98/SR-30A/N TYNDALL PKWY	Bay
11	US-98/SR-30A/15th ST	SR-77/MLK BLVD	Bay

Rural Areas


Century
Jay
ESCAMBIA COUNTY
SANTA ROSA COUNTY
OKALOOSA COUNTY
Milton
ALABAMA
10
90
98
Pensacola
Gulf Breeze
Fort Walton Beach
Shalimar
Rural Counties Priority Projects
Priority Projects
Priority Intersections
Rural Counties
ECRC Counties
Roads

MAP 10: RURAL AREAS TIER 1 PRIORITY PROJECTS AND INTERSECTIONS



Rural Areas

TABLE 21: RURAL AREAS TIER 1 PRIORITY PROJECTS

Rural Areas Priority Projects					
Segment Number	**Roadway**	**Begin**	**End**	**County**	**Jurisdiction**
Walton-5	CR-2A	US-331	SR-2	Walton	State
Holmes-1	CR-10A	HWY 183A	US-90/SR-10	Holmes	State
Holmes-2	CR-160	CR-79	CR-177	Holmes	State
Holmes-3	US 90	HWY 10A	E MAIN ST	Holmes	County
Holmes-4	CR-183A	WALTON CO LINE	HWY 10A	Holmes	State
Holmes-5	COUNTY RD 173	CR-79	WASHINGTON CO LINE	Holmes	State
Washington-1	SR-79/DOG TRACK RD	BAY CO LINE	SUGARDOLL RD	Washington	County
Washington-2	CR-279/PATE POND RD	US-90/SR-10/HWY 90	DOUGLAS FERRY RD	Washington	State
Washington-3	SR-277	CR-280/BRICKYARD RD	US-90/SR-10	Washington	State
Washington-4	FL-77/MAIN ST	GLENWOOD AVE	I-10	Washington	State
Washington-5	FL-20/CAPT FRITZ RD	WALTON CO LINE	BAY CO LINE	Washington	County
Washington-6	CR-278/PIONEER RD	CR-77	CR-277	Washington	County

TABLE 22: RURAL AREAS PRIORITY INTERSECTIONS

Rural Areas Top Intersections			
EPDO Rank	**Roadway**	**Intersection**	**County**
5	SR-97	US-29/SR-95	Escambia
1	CR-181/DAN M PADGETT RD	SR-81/SAMSON HWY	Holmes
2	AVE DOCK CARROLL RD	SR-160	Holmes
3	RAILROAD ST	US-90/SR-10	Holmes
4	GATOR LN	CR-181/N CYPRESS ST	Holmes
5	SR-79	SR-2	Holmes
6	CR-181	SR-185	Holmes
7	SR-173	SR-2	Holmes
8	SR-81/SAMSON HWY	US-90/SR-10	Holmes
9	SR-79/S WAUKESHA ST	US-90/SR-10	Holmes
10	ST JOHNS RD/SON-IN-LAW RD	SR-79/S WAUKESHA ST	Holmes
1	JAMES POTTER RD	SR-79	Washington
2	SR-20/CAPT FRITZ RD	SR-79/DOG TRACK RD	Washington
3	NADIA AVE	SR-77/MAIN ST	Washington
4	BLUE LAKE RD	SR-77	Washington
5	CR-280/BRICKYARD RD	SR-77/MAIN ST	Washington
6	COOK CIR	SR-79/MAIN ST	Washington
7	I-10 WB OFF RAMP	SR-77/MAIN ST	Washington
8	TWIN POND RD	HOLMES VALLEY RD	Washington
9	JIFFY LN	SR-20/ CAPT FRITZ RD	Washington
10	CR-280/DOUGLASS FERRY RD	SR-79	Washington

Countermeasures

Project-Specific Countermeasures

The countermeasures presented in this chapter represent high-level recommendations that are adaptable at t
Federal Highway Administration (FHWA) and are proven to be effective at reducing roadway fatalities and serio

The countermeasures matrix was developed to serve as a guide for developing project activities when pursuing planning improvements, updated designs, or construction for each Priority Project.

The groups shown in **Tables 23-26** below correlate directly with the countermeasures toolkit which provides information on all applicable Proven Countermeasures for that safety focus area.

TABLE 23: FLORIDA-ALABAMA TPO PROJECT SPECIFIC COUNTERMEASURES

	Segment ID	Roadway Name	Speed Management	Pedestrian/Bicyclist	Roadway Departure	Intersections	Lighting
TIER 1 PRIORITY PROJECT SEGMENTS	Escambia-1	S PACE BLVD		●		●	●
	Escambia-2	N W ST				●	●
	Escambia-3	N DAVIS HWY		●		●	●
	Escambia-4	BRENT LN/SR-296				●	●
	Escambia-5	N PALAFOX ST		●	●	●	●
	Escambia-6	W MICHIGAN AVE/SAUFLEY FIELD RD		●		●	●
	Escambia-7	US-90/W CERVANTES ST		●		●	●
	Escambia-8	N HWY 95A		●		●	●
	Escambia-9	W KINGSFIELD RD			●	●	●
	Escambia-10	W JACKSON ST		●		●	●

he local level. These countermeasures are derived from Proven Safety Countermeasures developed by the
us injuries.

TABLE 23: FLORIDA-ALABAMA TPO PROJECT SPECIFIC COUNTERMEASURES CONTINUED

TIER 1 PRIORITY PROJECT SEGMENTS	Segment ID	Roadway Name	Speed Management	Pedestrian/Bicyclist	Roadway Departure	Intersections	Lighting
	Escambia-11	DOG TRACK RD				●	●
	Escambia-12	SR-292/GULF BEACH HWY/BARRANCAS AVE		●	●	●	●
	Escambia-13	N 9TH AVE				●	●
	Escambia-14	N DAVIS HWY				●	●
	Escambia-15	AIRPORT BLVD		●	●	●	
	Escambia-16	S NAVY BLVD/SR-295		●		●	●
	Escambia-17	N T ST		●		●	●
	Escambia-18	CERNY RD	●	●		●	●
	Escambia-19	MASSACHUSETTS AVE		●		●	●
	Escambia-20	W DETROIT BLVD		●	●	●	●

TABLE 23: FLORIDA-ALABAMA TPO PROJECT SPECIFIC COUNTERMEASURES CONTIN

TIER 1 PRIORITY PROJECT SEGMENTS	Segment ID	Roadway Name	Speed Management	Pedestrian/Bicyclist	Roadway Departure	Intersections	Lighting
	Escambia-21	W CERVANTES ST	●		●	●	●
	Escambia-22	N ALCANIZ ST	●	●	●	●	●
	Escambia-23	UNIVERSITY PKWY		●		●	●
	Escambia-24	N TARRAGONA ST		●	●	●	●
	Escambia-25	W FAIRFIELD DR/CR-727		●		●	●
	Escambia-26	W PENSCOLA BLVD		●		●	●
	Santa Rosa-1	HWY 90	●			●	●
	Santa Rosa-2	NAVARRE PKWY				●	●
	Santa Rosa-3	WOODBINE RD	●	●	●	●	●
	Santa Rosa-4	HWY 87 S				●	

TABLE 24: OKALOOSA-WALTON TPO PROJECT SPECIFIC COUNTERMEASURES

	Segment ID	Roadway Name	Speed Management	Pedestrian/Bicyclist	Roadway Departure	Intersections	Lighting
TIER 1 PRIORITY PROJECT SEGMENTS	Okaloosa-1	MIRACLE STRIP PKWY E	●	●	●	●	●
	Okaloosa-2	EMERALD COAST PKWY		●		●	●
	Okaloosa-3	JOHN SIMS PKWY				●	
	Okaloosa-4	BEAL PKWY				●	●
	Okaloosa-5	N FERDON BLVD				●	●
	Okaloosa-6	RACETRACK RD		●		●	●
	Walton-1	US-331	●			●	●
	Walton-2	US-90/SR-10			●	●	●
	Walton-3	US-98/SR-30				●	●
	Walton-4	SR-20	●		●	●	●
	Walton-6	US-331/SR-83	●	●		●	●

TABLE 25: BAY COUNTY TPO PROJECT SPECIFIC COUNTERMEASU

TIER 1 PRIORITY PROJECT SEGMENTS	Segment ID	Roadway Name	Speed Management	Pedestrian/Bicyclist	Roadway Departure	Intersections	Lighting
	Bay-1	US-98/SR-30				●	●
	Bay-2	9TH ST/BECK AVE/SAINT ANDREWS BLVD				●	●
	Bay-3	E 3RD ST/SHERMAN AVE	●	●		●	●
	Bay-4	SR-30/FRONT BEACH RD		●	●	●	●
	Bay-5	SR-368/W 23RD ST				●	●
	Bay-6	US-98/SR-30			●		●
	Bay-7	THOMAS DR			●		●
	Bay-8	SR-20	●	●	●	●	●
	Bay-9	SR-389/N EAST AVE				●	●
	Bay-10	US-231				●	●
	Bay-11	SR-30/FRONT BEACH RD	●		●		
	Bay-12	EVERITT AVE/CHERRY ST	●			●	●
	Bay-13	US-98/SR-30A/PANAMA CITY BEACH PKWY					●

TABLE 26: RURAL AREAS PROJECT SPECIFIC COUNTERMEASURES

TIER 1 PRIORITY PROJECT SEGMENTS	Segment ID	Roadway Name	Speed Management	Pedestrian/Bicyclist	Roadway Departure	Intersections	Lighting
	Walton-5	CR-2A	●		●	●	●
	Holmes-1	CR-10A			●		●
	Holmes-2	CR-160			●	●	●
	Holmes-3	US 90			●	●	
	Holmes-4	CR-183A			●		●
	Holmes-5	COUNTY RD 173	●		●		●
	Washington-1	DOG TRACK RD			●	●	●
	Washington-2	PATE POND RD	●		●	●	●
	Washington-3	SR-277	●		●	●	●
	Washington-4	MAIN ST		●	●	●	
	Washington-5	CAPT FRITZ RD			●	●	●
	Washington-6	PIONEER RD			●	●	●

Regional and Systemic Countermeasures

Systemic countermeasures are low to moderate-cost safety measures applied at multiple locations with similar safety issues. The countermeasures outlined in this section are based on the top KSI crash types and represent regional initiatives that can be undertaken at a variety of locations to bolster safety infrastructure throughout the region's transportation network. The top crash types for KSI crashes in the ECRC region are listed below in **Table 27**. Contributing factors for KSI crashes in the region are listed in **Table 28**. Countermeasures typically address one or multiple safety focus areas. For the Emerald Coast region, data trends have identified several crash types that can be mitigated throughout the region through the implementation of countermeasures related to **pedestrian/bicyclist, intersections, roadway departures, crosscutting, and speed management.** Examples of systemic countermeasures by safety focus areas can be found in **Figure 18**. These improvements can be applied to corridors throughout the region to address one specific issue in several locations.

TABLE 27: TOP CRASH TYPES FOR KSI CRASHES IN THE EMERALD COAST REGION

Top Crash Types	
Crash Type	Killed or Serious Injury Crash Percentage
Left Turn	16%
Off Road	16%
Rear End	14%
Other	11%
Pedestrian	11%
Angle	9%
Rollover	7%

TABLE 28: CONTRIBUTING FACTORS FOR KSI CRASHES IN THE EMERALD COAST REGION

Contributing Factors	
Contributing Factors	Percent of Killed or Serious Injury Crashes Involving Contributing Factors
Distracted Driving	24%
Drugs and Alcohol	16%
Aggressive Driving	9%
Speeding	6%
Total	55%

A Note on Contributing Factors

Factors that significantly contribute to crashes in the Emerald Coast region include distracted driving, drug and alcohol use, aggressive driving, and speeding. These contributing factors contribute to 55% of fatal and serious injury crashes. While some countermeasures can address these issues, crash contributing factors are largely behavioral and can also be addressed through programmatic and enforcement measures. These countermeasures are detailed in the Strategies and Recommendations section of this plan.

FIGURE 18: EXAMPLES OF SYSTEMIC COUNTERMEASURES BY SAFETY FOCUS AREA

PEDESTRIAN/ BICYCLIST COUNTERMEASURES



Crash Type: Pedestrians

- Develop or update pedestrian infrastructure plans at the county or region-wide level that will enhance existing pedestrian safety infrastructure
- Crosswalk visibility enhancements such as high-visibility ladder crosswalks, improved lighting that illuminates pedestrians with positive contrast that avoids shadows, enhancing pedestrian roadway signage, rectangular rapid flashing beacons (RRFBs)
- Leading pedestrian intervals at signalized intersections
- Installing sidewalks and other walkways

Crash Type: Bicyclists

- Implement or update bicycle infrastructure plans at the county or region-wide level that will enhance existing bicycle safety infrastructure
- Installing bicycle lanes, including separated bike lanes
- Constructing multi-use paths or wide sidewalks to accommodate bicyclists

INTERSECTIONS COUNTERMEASURES



Crash Type: Left Turn, Angle

- Adding traffic signals to unsignalized intersections
- Not allowing permissive left turns at signalized intersections
- Enhancing roadway visibility at intersections

Crash Type: Rear End

- Outfitting traffic signal backplates to have retroreflective borders that improve signal and intersection visibility
- Install advanced intersection warning signs for intersections with low visibility

ROADWAY DEPARTURES COUNTERMEASURES



Crash Type: Off Road, Rollover, Head On

- Rumble strips along edge lines and center lines
- Guard rails installed on roadsides and median barriers
- Improved visibility around horizontal curves by having unobstructed clear zones
- Widening shoulders

CROSSCUTTING COUNTERMEASURES



Crash Type: Off Road, Rollover, Head On

- Install lighting to increase visibility
- Develop local road safety plans
- Conduct road safety audits at the county or city level
- Apply pavement friction treatment to enhance friction and resist skidding

SPEED MANAGEMENT COUNTERMEASURES



Contributing Factor: Speeding

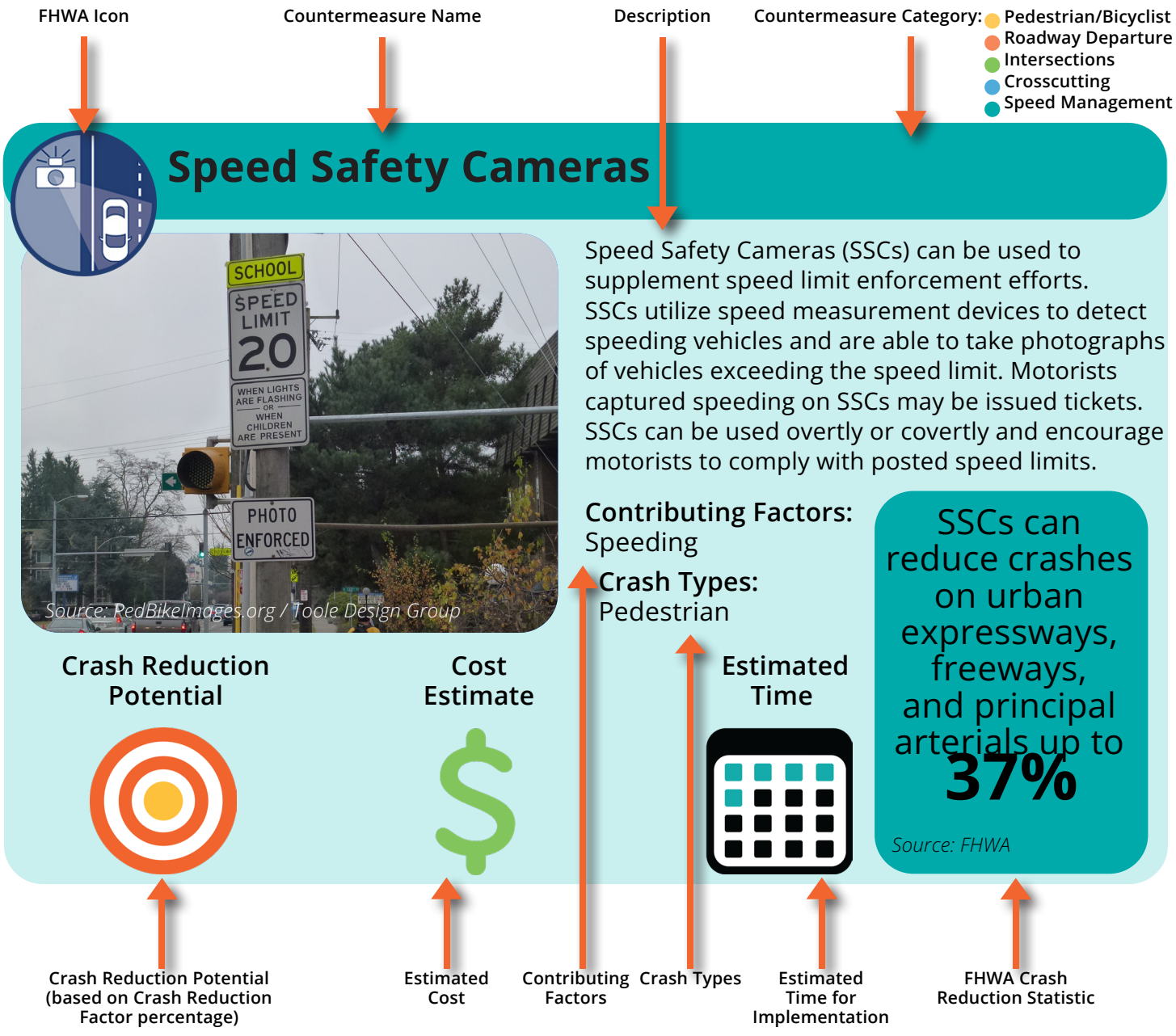
- Develop speed management plans at the county or city level
- Conducting engineering studies to determine appropriate speed limits for roadways
- Installing speed safety cameras to enforce safe speeds

Graphics from USDOT Federal Highway Administration Highway Safety Programs website.

Countermeasures Toolkit

The Countermeasures Toolkit was developed to provide a comprehensive overview of potential safety countermeasures that may be used to address concerns relating to Tier 1 Priority Projects. This toolkit is intended to help communities with implementation when pursuing projects identified in the countermeasure matrices in **Tables 23-26** above. The Countermeasures Toolkit is based entirely on the Federal Highway Administration's (FHWA) Proven Safety Countermeasures. The Proven Safety Countermeasures are 28 strategies that are effective at reducing roadway fatalities and serious injuries. Strategies are divided into five categories: Pedestrian/Bicyclist, Roadway Departure, Intersections, Crosscutting, and Speed Management. The Countermeasures Toolkit includes descriptions of these 28 strategies, as well as information regarding implementation area, crash reduction effectiveness, cost, and implementation time. Crash reduction effectiveness was gauged using the Crash Reduction Factor (CRF) percentage as reported by the FHWA Crash Modification Factors (CMF) Clearinghouse. CRFs are the estimated percent reduction in crashes that can be expected from a countermeasure and are based on a body of published research.

Guide to the Countermeasures Toolkit



Crash Reduction Potential



Low

CRF is lower than 33%



Medium

CRF is between 33% and 66%



High

CRF is greater than 66%

Cost Estimate



Low

Cost is less than $10,000



Medium

Cost is between $10,000 and $100,000



High

Cost is greater than $100,000

Estimated Time



Short

Implementation time is less than 2 years



Medium

Implementation time is between 2 years and 5 years



Long

Implementation time is greater than 5 years

Crosswalk Visibility Enhancements



Source: FHWA

Crosswalk visibility enhancements such as high-visibility crosswalks, lighting, signing, and pavement markings increase pedestrian visibility and can decrease crashes involving vulnerable road users. Crosswalk visibility enhancements can be implemented on multi-lane roadway crossings where vehicle volumes are higher than 10,000 vehicles per day (AADT). These enhancements may be used alone or in combination with one another.

Contributing Factors:
All

Crash Types:
Pedestrian

Crash Reduction Potential

Cost Estimate

Estimated Time

High-visibility crosswalks can reduce pedestrian injury crashes up to **40%**

Source: FHWA

Leading Pedestrian Interval


Source: FHWA

By allowing pedestrians to enter the crosswalk 3 to 7 seconds before vehicles have a green light, pedestrians may better establish their presence and be more visible to vehicles turning left or right. Leading pedestrian intervals can reduce crashes by decreasing conflicts between vehicles and pedestrians in the crosswalk.

Contributing Factors: All

Crash Types: Pedestrian

Crash Reduction Potential

Cost Estimate

Estimated Time

13% reduction in pedestrian-vehicle crashes at intersections

Source: FHWA

Medians and Pedestrian Refuge Islands


Source: FHWA

Medians and pedestrian refuge islands provide pedestrians crossing roadways with sheltered areas to stop and wait for traffic to clear before crossing. Having access to sheltered areas within the roadways allows pedestrians to only cross one direction of traffic at a time, making roadway crossings safer. Roadways in locations with significant pedestrian and vehicle traffic and with speeds greater than 35 MPH should consider installation of medians or pedestrian refuge islands.

Contributing Factors:
All

Crash Types: Pedestrian

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Median with marked crosswalk:
46%
reduction in pedestrian crashes
Source: FHWA

Pedestrian Hybrid Beacons



Source: FHWA

Pedestrian hybrid beacons are traffic control devices used for pedestrian crossings mid-block or at unsignalized intersections. When activated, the beacons flash a series of yellow and red warning lights that direct motorists to a stop. Pedestrian hybrid beacons are very effective on roadways where gaps in traffic are infrequent, the speed limit is over 35 MPH, there are three or more lanes of traffic, or the roadway has an AADT of over 9,000 vehicles per day.

Contributing Factors:
All

Crash Types: Pedestrian

Crash Reduction Potential

Cost Estimate

$

Estimated Time

55%
reduction in pedestrian crashes
29%
reduction in total crashes
Source: FHWA

Rectangular Rapid Flashing Beacons



Source: PedBikeImages.org / Michael Frederick

Rectangular Rapid Flashing Beacons (RRFBs) supplement existing mid-block or unsignalized crosswalks by calling attention to pedestrians through the activation of flashing lights. RRFBs can reduce crashes by enhancing driver awareness of pedestrians and increasing motorist yielding rates at crosswalks.

Contributing Factors: All

Crash Types: Pedestrian

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

RRFBs can increase motorist yielding rates at crosswalks up to **98%**

Source: FHWA

Road Diets (Roadway Reconfiguration)


Source: PedBikeImages.org / Dan Burden

A road diet or roadway reconfiguration typically involves converting a four-lane undivided roadway to a three-lane roadway, consisting of two lanes and a center two-way left-turn lane. Removing a lane calms traffic, reduces speeding, allows space for pedestrian refuge islands or bicycle lanes, and reduces crashes. Road diets can be used in conjunction with other complete streets tactics to create a more bike and pedestrian-friendly environment.

Crash Types: Left Turn, Pedestrian, Bicyclist, Rear End

Contributing Factors: All

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Four-lane to three-lane road diet: **19-47%** reduction in total crashes

Source: FHWA

Walkways


Source: PedBikeImages.org / Dan Burden

Walkways include any dedicated pathways for people walking or utilizing wheelchairs. Sidewalks, multi-use paths, pedestrian walkways, or even roadway shoulders may be considered walkways and can improve pedestrian mobility. By implementing dedicated walkways, pedestrian-vehicle conflicts can be reduced or avoided.

Contributing Factors: All

Crash Types: Pedestrian

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Installation of sidewalks:

65-89%

reduction in crashes involving pedestrians on roadways

Source: FHWA

Bicycle Lanes


Source: PedBikeImages.org / Dan Burden

Bicycle lanes should be considered to provide a dedicated space for bicyclists to ride. Bicycle lane design may be altered to be suitable for the roadway, and in some cases separated bike lanes may be most effective. Roadway factors such as number of lanes, traffic volume, user needs, and land use context should be considered when installing bike lanes.

Contributing Factors: All

Crash Types: Bicyclist

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Bicycle lane additions can reduce crashes up to

49%

for total crashes on urban 4-lane undivided roads

Source: FHWA

Longitudinal Rumble Strips and Stripes


Source: FHWA

Longitudinal rumble strips are raised lines on roadways that alert motorists who have departed from the travel lane. Found on the shoulder, edge line, or center line, longitudinal rumble strips can reduce lane departure crashes through increased driver awareness. Rumble stripes are edge line or center line rumble strips that have been painted over to increase visibility of the pavement markings, especially during dark conditions.

Contributing Factors: Distracted Driving, Speeding, Weather Conditions

Crash Types: Off Road, Rollover, Head On

Crash Reduction Potential

Cost Estimate

$

Estimated Time

Center line rumble strips:

44-64%

reduction in head-on fatal and injury crashes on two-lane rural roads

Source: FHWA

Median Barriers


Source: FHWA

Median barriers separate opposing traffic and reduce cross-median and head-on crashes on roadways. Median barriers are most effective on roadways with median widths of 30 feet or less and an AADT greater than 20,000 vehicles per day. Barriers can be flexible cable barriers, metal-beam guardrails, or concrete barriers.

Contributing Factors: Distracted Driving, Speeding, Weather Conditions

Crash Types: Off Road, Head On

Crash Reduction Potential

Cost Estimate

$$$

Estimated Time

Median barriers installed on rural four-lane freeways can reduce cross-median crashes by

97%

Source: FHWA

Roadside Design Improvements at Curves



Source: FHWA

Roadside design improvements at curves can reduce road departure crashes by implementing elements that can slow vehicles, allow for motorists to regain control, or prevent vehicles from departing the roadway. Elements such as slope flattening, widened shoulders, and metal guardrails can decrease fatalities and serious injuries associated with lane-departure crashes along curved roadways.

Contributing Factors: Distracted Driving, Speeding, Weather Conditions

Crash Types: Off Road, Rollover

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

22%
reduction in crashes when increasing distance to roadside features from 3.3 ft to 16.7 ft

Source: FHWA

SafetyEdge



Source: FHWA

SafetyEdge technology creates a 30-degree slope at the end of roadway pavement, as opposed to a 90-degree drop-off that can cause to become unstable after leaving the roadway. SafetyEdge can prevent off-road crashes that result from road drop-off by allowing for increased vehicle control on a more gentle slope. SafetyEdge is most effective on roadways where curbs or guardrails are not present.

Contributing Factors: Distracted Driving, Speeding, Weather Conditions

Crash Types: Off Road, Rollover

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

11%
reduction in fatal and injury crashes

21%
reduction in run-off-road crashes

Source: FHWA

Wider Edge Lines


Source: FHWA

Wider edge lines allow for drivers to more clearly distinguish the travel lane and identify road alignment ahead. Widened edge lines are generally increased from the standard 4 inches to a width of 6 inches. Increasing the width can decrease roadway departure crashes.

Contributing Factors: Speeding, Weather Conditions

Crash Types: Off Road

Wider edge lines can reduce crashes up to **32%** for non-intersection, fatal, and injury crashes on rural two-lane roads

Source: FHWA

Crash Reduction Potential

Cost Estimate

Estimated Time

Enhanced Delineation for Horizontal Curves



Source: FHWA

Enhanced delineation for horizontal curves includes a variety of strategies that may be used to increase curve visibility and driver awareness. Strategies such as pavement markings, chevron signs, retroreflective signs, and dynamic curve warning signs can assist in alerting drivers to upcoming curves.

Contributing Factors: Speeding, Distracted Driving, Weather Conditions

Crash Types: Off Road, Rollover

Chevron signs can reduce nighttime crashes by **25%**

In-lane curve warning pavement markings can reduce crashes by **35-38%**

Source: FHWA

Crash Reduction Potential

Cost Estimate

Estimated Time

Corridor Access Management



Source: PedBikeImages.org / Dan Burden

Corridor access management can enhance safety by controlling entry and exit points along a roadway. Tactful access management can enhance safety for all roadway users, facilitate biking and walking, and reduce congestion. Driveway closure, consolidation, and relocation can reduce entering and exiting vehicles along a roadway, reducing chaos. Raised medians can also be used to limit cross-roadway movements, reducing crash risk. Roundabouts may be used to limit left-turns and U-turns.

Contributing Factors: Speeding, Aggressive Driving

Crash Types: Angle, Left Turn, Bicyclist, Pedestrian

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Reduce fatal and injury crashes along urban and suburban arterials by **25-31%**

Source: FHWA

Dedicated Left- and Right-Turn Lanes at Intersections


Source: PedBikeImages.org / Dan Burden

Providing auxiliary turn lanes allows for dedicated space that separates slowing and stopped traffic from moving vehicles. Turn lanes allow motorists to slow before turning, reducing crashes. Dedicated turn lanes are most impactful at stop-controlled two-way intersections but can provide safety improvements at many types of intersections.

Contributing Factors: Distracted Driving, Speeding

Crash Types: Rear End, Left Turn, Angle

Crash Reduction Potential

Cost Estimate

$$

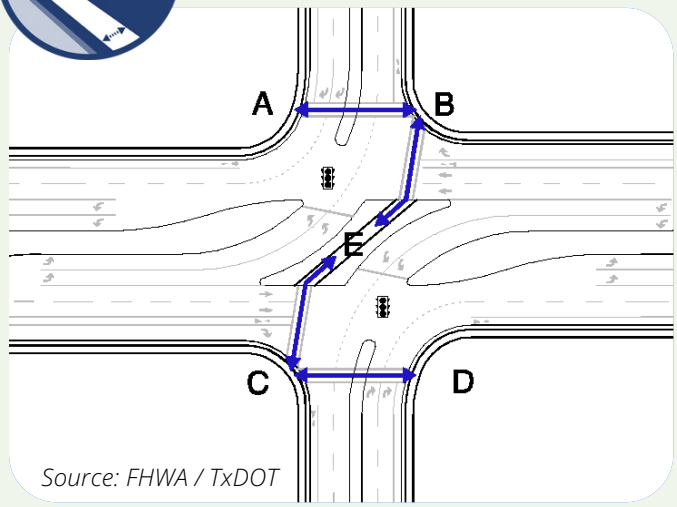
Estimated Time

Left-turn lanes: **28-48%** reduction in total crashes

Right-turn lanes: **14-26%** reduction in total crashes

Source: FHWA

Reduced Left-Turn Conflict Intersections



Source: FHWA / TxDOT

Reduced left-turn conflict intersections minimize the potential for severe crash types, including angle and head-on crashes, by modifying left-turn movements. Such intersections generally forgo a standard left-turn lane in favor of a Reduced Conflict Intersection that relies on cross-street approaches. Restricted Crossing U-Turn (RCUT) intersections may also be used to restrict left-turns.

Contributing Factors: Aggressive Driving

Crash Types: Left Turn, Angle, Head On

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Two-way stop controlled intersection converted to RCUT:

54%

reduction in fatal and injury crashes

Source: FHWA

Roundabouts


Source: PedBikeImages.org / Toole Design Group

Roundabouts utilize a circular intersection configuration to safely and efficiently move traffic. Vehicle speeds are naturally reduced, and left turns are avoided. Roundabouts also minimize conflict points by giving circulating traffic the right of way and ensuring all entry points must yield to oncoming traffic.

Contributing Factors: Speeding

Crash Types: Left Turn, Angle, Pedestrian, Bicyclist

Crash Reduction Potential

Cost Estimate

$$$

Estimated Time

Two-way stop controlled intersection to roundabout:

82%

reduction in fatal and injury crashes

Source: FHWA

Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Source: FHWA

Multiple low-cost countermeasures may be utilized at stop-controlled intersections to fortify safety by increasing driver awareness. Low-cost countermeasures may include oversized advanced intersection warning signs with flashing beacons, supplemental street name plaques, retroreflective signposts, enhanced pavement markings, oversized advance stop signs, and removal of sight-blocking vegetation. Utilizing several low-cost countermeasures maximizes resources by choosing highly effective strategies.

Contributing Factors: Speeding, Distracted Driving

Crash Types: Rear End, Left Turn, Angle

Crash Reduction Potential

Cost Estimate

Estimated Time

27%
reduction in fatal and injury crashes at rural intersections
Source: FHWA

Yellow Change Intervals


Source: FHWA

Signalized intersection safety can be improved through modified yellow change intervals. The yellow signal indication indicates to motorists that the green signal has ended, and a red signal will soon follow. By ensuring that the yellow signal indication is adequate length, crashes related to red-light running may be avoided. Transportation agencies should regularly review and update yellow change interval timing policies.

Contributing Factors: Speeding, Red-Light Running

Crash Types: Left Turn, Angle, Rear End

Crash Reduction Potential

Cost Estimate

Estimated Time

36-50%
reduction in red light running

8-14%
reduction in total crashes
Source: FHWA

Backplates with Retroreflective Borders



Source: FHWA / South Carolina DOT

Retroreflective borders added to traffic signal heads improve signal visibility in both daytime and nighttime conditions. The addition of retroreflective borders is effective for all motorists, including aging or color vision deficient drivers. Enhancing signal visibility can decrease rear-end crashes by improving intersection visibility.

Contributing Factors:
Distracted Driving

Crash Types: Rear End

Retroreflective borders added to signal backplates:

15%

reduction in total crashes

Source: FHWA

Crash Reduction Potential

Cost Estimate

$

Estimated Time

Local Road Safety Plans



Source: PedBikeImages.org / Dan Burden

Local road safety plans can be used to identify, analyze, and prioritize roadway safety improvement. Plans can be tailored to local needs and issues and can prioritize locally owned roadways that have high crash rates. The implementation of a local road safety plan can effectively guide funding to address a jurisdiction's most urgent safety needs and may establish a timeline for implementation and evaluation.

Contributing Factors:
All

Crash Types: All

25%

reduction in county road facilities in Minnesota after LRSP implementation

Source: FHWA

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Pavement Friction Management



Source: FHWA

Pavement friction can reduce crashes associated with intersections and road departures. Adequate friction is critical for intersections and roadway curves, where frequent slowing, stopping, and turning can polish the pavement and create slippery segments. High friction surface treatments may be used to enhance friction and resist skidding.

Contributing Factors: Speeding, Distracted Driving, Weather Conditions

Crash Types: Rear End, Off Road

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

20%

reduction of total crashes at intersections

Source: FHWA

Road Safety Audits



Source: PedBikeImages.org / Dan Burden

Road safety audits are performed by a multidisciplinary team independent of the project. Such audits consider all transportation users, account for human factors, and consider the capabilities of road users. Road safety audits can reduce costs through the early identification and mitigation of roadway safety issues, and ultimately reduce the number and severity of crashes through safer roadway designs.

Contributing Factors: All

Crash Types: All

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

10-60%

reduction in total crashes

Source: FHWA

Lighting



Source: PedBikeImages.org / Dan Burden

Adequate lighting can reduce crashes by making hazards and obstacles more visible to motorists, increasing reaction time. Enhanced lighting can also illuminate pedestrians and bicyclists utilizing the roadway, making crashes less likely. Lighting can be installed continuously along roadways or used to illuminate intersections and pedestrian crossings. Horizontal and vertical illuminance levels should be considered when implementing lighting to avoid shadowing or silhouetting pedestrians.

Contributing Factors:
All

Crash Types: All

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

Can reduce nighttime injury pedestrian crashes at intersections by **42%**

Source: FHWA

Speed Safety Cameras



Source: PedBikeImages.org / Toole Design Group

Speed Safety Cameras (SSCs) can be used to supplement speed limit enforcement efforts. SSCs utilize speed measurement devices to detect speeding vehicles and are able to take photographs of vehicles exceeding the speed limit. Motorists captured speeding on SSCs may be issued tickets. SSCs can be used overtly or covertly and encourage motorists to comply with posted speed limits.

Contributing Factors:
Speeding

Crash Types: All

Crash Reduction Potential

Cost Estimate

$

Estimated Time

SSCs can reduce crashes on urban expressways, freeways, and principal arterials up to **37%**

Source: FHWA

Variable Speed Limits



Source: FHWA

On roadways where conditions are likely to change frequently due to factors such as crashes, congestion, or weather, variable speed limit (VSL) signs can be used to respond to such changes. Providing variable speed limits can reduce fatal and serious injury crashes by being able to respond to a changing roadway environment.

Contributing Factors:
Speeding

Crash Types: All

Crash Reduction Potential

Cost Estimate

$$

Estimated Time

VSLs can reduce fatal and injury crashes by **51%**

Source: FHWA

Appropriate Speed Limits for All Road Users



Source: FHWA

Maintaining target speeds allows for drivers to have enhanced awareness of roadway conditions and other transportation users, reducing the likelihood of a crash. Appropriate speed limits should take a range of roadway factors into account, such as pedestrian and bicycle activity, crash history, land use context, traffic volume, and roadside conditions.

Contributing Factors:
Speeding

Crash Types: All

Crash Reduction Potential

Cost Estimate

$

Estimated Time

A 10% reduction in mean speed has a crash reduction factor of **32%**

Source: FHWA

Strategies and Recommendations

Current plans and policies regarding roadway safety in the region were reviewed to determine strengths and weaknesses. From this review, strategies and actions related to the USDOT Safe System Approach principles were developed to provide general guidance for implementation of the Safety Action Plan throughout the region. Time frames and Metrics were assigned to each action to create measurable goals.

Several strategies, actions, and recommendations may be implemented when considering remediation of the region's Priority Projects and enhancing safety throughout the transportation network. The developed strategies aim to be high-level for adaptability at the local level for jurisdictions across the region.

The recommendations and strategies are consistent with the USDOT Safe System Approach objectives that center on protecting human lives by promoting safer transportation planning practices. The five Safe System Approach objectives that were utilized to inform these strategies are:

- **Safer People**
- **Safer Roads**
- **Safer Speed**
- **Safer Vehicles**
- **Post-Crash Care**

Each of the suggested actions address a related theme identified in the policy review. Themes include:



Communications



Connectivity



Data Analytics



Design



Funding



Partnership



Planning



Technology

The strategies and recommendations found in **Tables 29-33** may be implemented to inform policy, influence transportation user behavior, and influence roadway designs. The selection on the following page includes a highlighted list of strategies and recommendations that can be used to achieve these goals. The full list of strategies and recommendations can be found in **Appendix 6**.

TABLE 29: SAFER PEOPLE STRATEGIES AND ACTIONS

PRINCIPLE: **SAFER PEOPLE**			
STRATEGY	ACTION	THEME ADDRESSED	RESPONSIBLE PARTY
Foster a culture of roadway safety for all users through engagement, education, outreach, and programming	Develop a Roadway Safety Strategic Outreach Plan and toolkit for educating the public and to address issues specific to roadway safety in the Emerald Coast region.		ECRC
	Complete Safety Action Plans at the City and County level that are consistent with the ECRC regional action plan to identify major concerns on the local network and identify countermeasures to address these concerns.		Local jurisdictions and counties
	Create and maintain targeted educational programs for the public focused on improving specific behaviors identified by analyzing crash behavior trends within HINs.		Local jurisdictions, non-profit partners
	Incorporate safety improvements at or near transit stops to improve safe transit access.		Local jurisdictions, ECRC, FDOT
Ensure multi-agency coordination on priority safety outcomes	Coordinate with local law enforcement to implement a High Visibility Enforcement (HVE) toolkit to target specific roadway safety issues.		Local law enforcement

TABLE 30: SAFER ROADS STRATEGIES AND ACTIONS

PRINCIPLE: **SAFER ROADS**			
STRATEGY	ACTION	THEME ADDRESSED	RESPONSIBLE PARTY
Prioritize Safety improvements along the HIN.	Conduct annual safety audits for crashes along HIN segments to enhance data collection.		Local jurisdictions
Design roadways to mitigate human risk	Diversify and maximize funding sources for long-term projects, including SS4A, RAISE grants, and HSIP funding.		Local jurisdictions, TPOs, ECRC
Prioritize safety improvements for vulnerable road users such as pedestrians, bicyclists, and motorcyclists	Recommend the adoption of consistent pedestrian crosswalk policies throughout the Emerald Coast Region to bolster pedestrian safety, especially at roadway crossings.		ECRC, TPOs
Continue to implement street and pedestrian-scale lighting at key locations	Work with local utilities to install or improve lighting along HINs or areas with high night-time crash rates		Local jurisdictions, utility providers, TPOs
Ensure multi-agency coordination on planning-level decisions, programs, and documents to improve safety outcomes	Partner with regional TPOs to review existing bicycle-pedestrian master plans, update outdated recommendations, and implement proven countermeasures to enhance safety within HINs.		FDOT, TPOs, counties, cities
	Work with local officials to identify areas where planning level documents can be amended to advocate for the safe travel of all users, such as Comprehensive Plans, Land Development Codes, and other transportation related documents.		ECRC, TPOs, counties, cities

TABLE 31: SAFER SPEEDS STRATEGIES AND ACTIONS

PRINCIPLE: **SAFER SPEEDS**			
STRATEGY	ACTION	THEME ADDRESSED	RESPONSIBLE PARTY
Utilize a data-driven approach to addressing speeding-related concerns along the HIN and increase compliance with target speeds.	Conduct detailed safety analyses on areas identified in the HIN to determine the most effective safety countermeasures.		ECRC, TPOs, counties, cities
	Identify and implement speed compliance enforcement projects along identified HIN corridors to maintain target speeds.		Local jurisdictions, TPOs, ECRC
Reduce speed through roadway design	Implement safety measures such as speed feedback signs, reduced lane widths, or raised center islands in areas with frequent speeding.		FDOT, counties, cities
	Inventory all signage and roadway markings along the HIN to identify any gaps in regulation that could contribute to speed related issues and crashes.		Local jurisdictions, TPOs, ECRC
	Utilize roadway technology systems to support efficient travel times and maintain target speeds.		FDOT, TPOs, Counties, Cities

TABLE 32: SAFER VEHICLES STRATEGIES AND ACTIONS

PRINCIPLE: **SAFER VEHICLES**			
STRATEGY	ACTION	THEME ADDRESSED	RESPONSIBLE PARTY
Utilize roadway technologies in conjunction with vehicles and transit to create intelligent transportation systems (ITS)	Implement connected vehicle (CV) technologies to gather information from nearby vehicles and communication broadcasts to enhance roadway safety, efficiency, and increase motorist reaction time.		ECRC, TPOs
	Employ the use of geofencing to create virtual geographic boundaries that trigger vehicle alerts when motorists enter these zones. Potential boundaries include school zones or locations with increased pedestrian activity.		ECRC, TPOs, local jurisdictions
	Utilize Advanced Traveler Information System (ATIS) technology to broadcast advanced notification information regarding target speeds, optimal routes, changing road conditions, and crashes.		ECRC, TPOs
Encourage the use of personal devices to supplement transportation safety efforts	Educate the public on cell phone apps such as Waze that alert motorists of roadway hazards, approaching first responders, and changes in speed limit.		ECRC, TPOs, police and fire departments, local jurisdictions

TABLE 33: POST-CRASH CARE STRATEGIES AND ACTIONS

PRINCIPLE: **POST-CRASH CARE**			
STRATEGY	ACTION	THEME ADDRESSED	RESPONSIBLE PARTY
Educate every road user	Create or enhance existing educational programs and enforcement campaigns for first responders regarding pedestrian, cyclist, and motorcycle traffic crash victims to improve medical response and reduce mortality.		Local governments, health departments, police and fire departments
Prepare for the impacts of an intensifying and uncertain future	Analyze evacuation clearance times to modify Emergency Management Plan to address climate-related events such as hurricanes and flash flooding.		Local jurisdictions, ECRC
	Evaluate the effectiveness of the current Emergency Management Plan and Regional Evacuation Studies on an annual basis.		Local jurisdictions, ECRC
Improve opportunities for enhanced data management and technological integration as it relates to safety conditions	Implement technological enhancements for police and fire operational efficiency and effectiveness relating to roadway safety.		Police and fire departments

Emerging Technologies

Emerging technologies can be integrated into the existing transportation system to enhance safety, efficiency, data and data after-the-fact can be assessed and analyzed to bolster safety programming and guide the decisio system that can anticipate and predict disturbances, allowing such interferences to be planned for and avoided can be implemented within the transportation network to create a system that is safer, more efficient, and mo

Connected vehicles systems, bridge closure notifications, and real-time information sharing can be implemente may offer predictive vehicle movements and fortify the transportation system against disruptions from sudden

Technology such as red-light cameras, speed sensors, and closed-circuit television cameras (CCTV) may also be means of remote enforcement. Enforcement technology can target roadway segments with a history of illegal a driving behaviors, offering the ability to target several corridors concurrently.

Vulnerable road users such as bicyclists and pedestrians can benefit from smart technologies such as detection roadway crossings and enhanced lighting systems scaled for human use or constructed in crossings. Such tech provide additional protection for multimodal transportation users who are more vulnerable when utilizing roa

The integration of smart technologies provides additional opportunities for the region to exceed its safety goal system where traffic crashes are less frequent. Technological advancements can be leverages to improve safet throughout the region's transportation network.



Emerging Technologies in Transportati

reliability, coordination, and influence driving behavior. By employing technological upgrades, both predictive on-making process. Used in conjunction, technological upgrades can assist with the creation of an intelligent d. The Emerald Coast Regional Council's **Smart Regions Plan** aims to identify areas where updated technology re resilient.

ed to avoid traffic bottlenecks and reduce congestion throughout the region. Vehicle Detection Systems (VDS) n back-ups. Dynamic Message Signs (DMS) can provide live updates for all users of the roadway system.

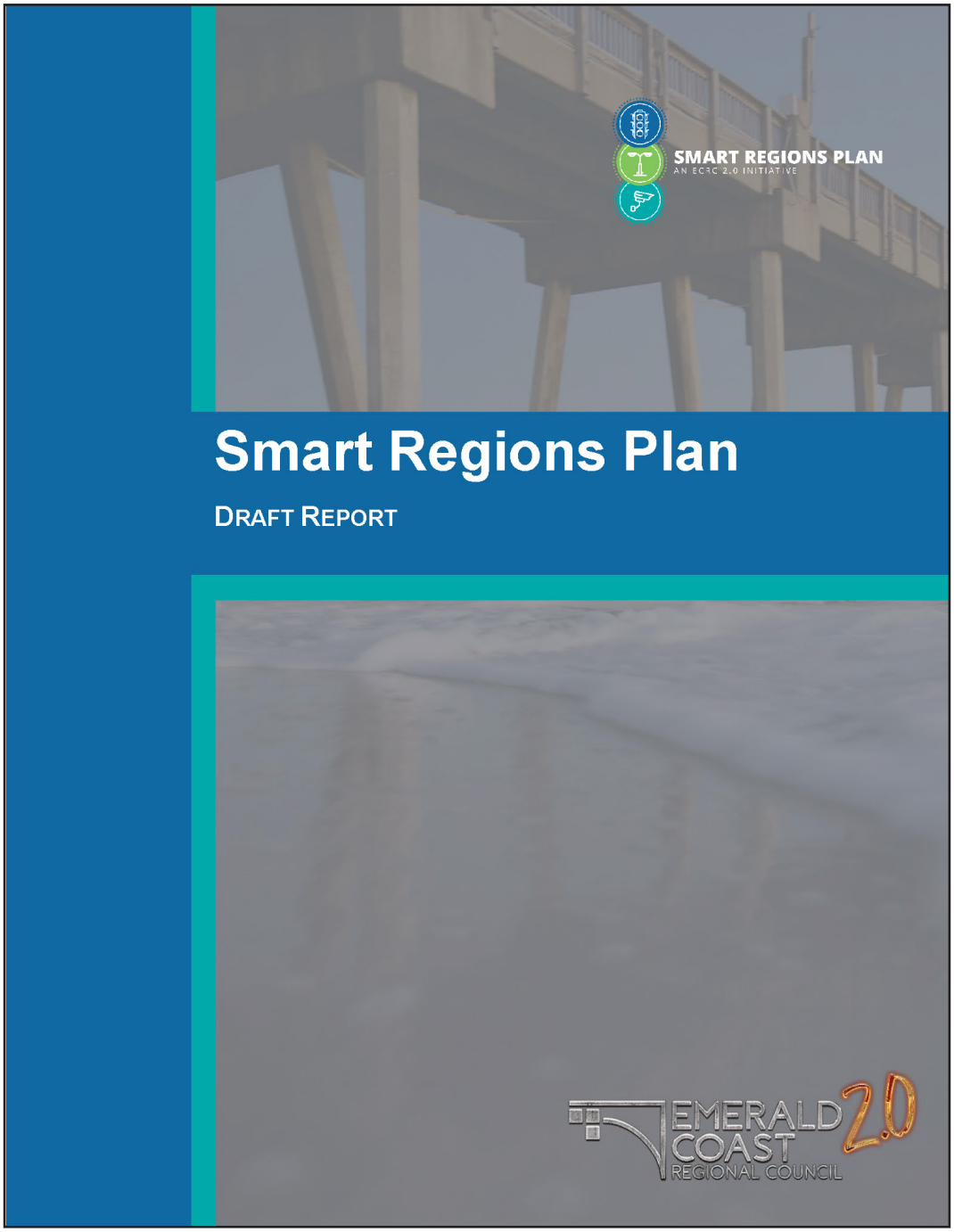
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Emerald Coast Regional Council Smart Regions Plan Cover

CHAPTER 5

MEASURING PROGRESS & NEXT STEPS



Measuring Progress & Next Steps

The ECRC is dedicated to the implementation of the safety projects identified in this plan. It is important to continue monitoring progress toward reducing traffic deaths and serious injuries after the Safety Action Plan has been completed. The ECRC will produce an annual report sharing the progress made toward reducing roadway fatalities and serious injuries. Performance measures presented in the **Figure 19** below should be used to evaluate yearly crash data, monitor progress, and measure the effectiveness of the Safety Action Plan. Annual Report templates for each TPO and the rural areas can be found in **Appendix 7**.

In addition to the crash data, a list of safety improvements initiated or continued in the prior year will be developed. Performance metrics were identified in **Chapter 4** for each action item recommended and should be used for the evaluation process.

Yearly reporting will help determine which projects are effective in reducing traffic fatalities and serious injuries and which projects should be revised or discontinued. Annual reporting will be published on the ECRC project website to ensure transparency and accessibility with the public and stakeholders.



State Road 30A in Walton County

FIGURE 19: ANNUAL REPORT WITH PERFORMANCE MEASURES

SAFE STREETS FOR ALL
AN ECRC 2.0 INITIATIVE

Emerald Coast Regional Council Annual Report

Reporting Year:

CURRENT YEAR	PREVIOUS YEAR	PERFORMANCE MEASURES
		Total fatalities in the Emerald Coast region
		Fatality rate for the Emerald Coast region
		Total serious injuries in the Emerald Coast region
		Serious injury rate for the Emerald Coast region
		Number of pedestrian fatalities and serious injuries on all roads
		Number of bicyclist fatalities and serious injuries on all roads
		Number of KSI crashes within transportation underserved areas
		Number of pedestrian and bicycle safety projects constructed in underserved communities
		Number of implemented safety improvements in prior calendar year
		Number of safety projects/strategies continued from prior year.
		Number of safety projects constructed on HIN
		Total number of strategies implemented to date

Safety Improvements Implemented:

Safety Improvement/Projects Continued from the Previous Year:

Safety Projects Constructed on HIN Segments:

Santa Rosa Island Authority

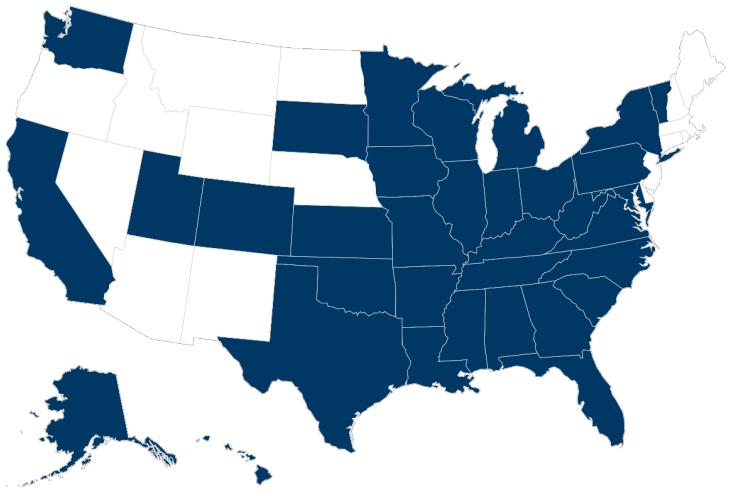
Visitor Survey 2024

Executive Summary

The Santa Rosa Island Authority Visitor Survey 2024 captured 2,308 responses. Over 47 percent of the respondents were full-time residents of the Pensacola Beach area, 9 percent were seasonal residents, 32 percent were daytrippers, and 9 percent were overnight visitors. For the purpose of the analysis, seasonal residents were defined as individuals who lived in a location for 31 or more consecutive days other than their permanent residence. Daytrippers were individuals visiting for the day, while overnight visitors were those who spent at least one night in Pensacola Beach. The analysis grouped daytrippers, seasonal residents, and overnight visitors into one category to identify metrics specific to "tourists." Therefore, any mention of tourists in the analysis referred to the group that excluded full-time residents.

The survey recorded responses from tourists representing 34 states and Washington, D.C. Orange Beach, Destin, and Navarre were the top beaches considered by tourists as alternative trip destinations. Comparatively, daytrippers also considered Perdido Beach, while overnight visitors considered 30A. Seasonal residents opted for a noncommercial air carrier more frequently than the other traveling groups. Overnight visitors were the only group to select flights with Spirit Airlines, while Delta Airlines was the most popular choice for the combined group of tourists.

Figure 1 Tourists of All Types Traveled from 34 States



Daytrippers faced challenges with parking. On average, daytrippers spent less than overnight

visitors, and overnight visitors spent less than seasonal residents. Shopping was the biggest spending category for daytrippers, while accommodations accounted for the highest spending category among overnight visitors and seasonal residents. Overnight visitors expressed some concerns about the price of their accommodations. They rated their "likeliness to return" at 9.2, while daytrippers gave a slightly higher rating of 9.4. Conversely, overnight visitors rated their "likeliness to recommend Pensacola Beach" as 9.3, compared to 9.1 by daytrippers. Both scores were extremely high. Tourists also raised concerns about the cleanliness, traffic flow, prices, and crowds at the beach.

Full-time residents offered a unique perspective, prioritizing infrastructure improvements in areas such as parking, safety, and utilities. They expressed high satisfaction with the Santa Rosa Island Authority's (SRIA) performance in emergency management and public safety efforts but noted dissatisfaction with the lack of progress on sidewalk enhancements. Key public safety concerns included traffic issues, pedestrian safety, and speeding, which were frequently highlighted. Feedback on dining experiences was mixed, with residents praising the friendliness and professionalism of staff while voicing frustrations over high food and drink prices and the ongoing challenge of insufficient parking.

Overnight Visitors

Overnight visitors did not report any concerns regarding parking during their visits. However, very few of them expressed a willingness to pay more than $5 per hour for parking. When asked about the activities they enjoyed while visiting the beach, 28.6 percent of overnight visitors highlighted restaurant dining in Pensacola Beach as a favorite experience. On a scale of 1 to 10, with 10 being the most likely, overnight visitors rated their likelihood of returning to Pensacola at an impressive 9.2. Similarly, they rated their likelihood of recommending Pensacola Beach to a friend at 9.3, reflecting their overall satisfaction with the destination.

Figure 2 Overnight Visitor Rantings

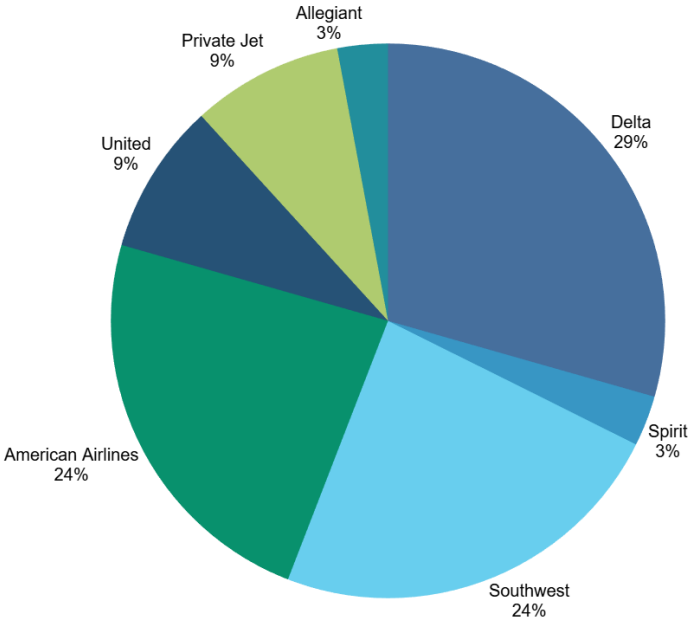


Table 1: Overnight Visitor Accommodation Ratings (1=lowest; 5=highest)

	1	2	3	4	5
Friendly and professional staff	0.00%	1.72%	7.76%	22.41%	68.10%
Sufficient parking available	0.77%	8.46%	10.00%	15.38%	65.38%
Amenities as advertised	0.00%	3.91%	7.03%	25.78%	63.28%
Clean	0.00%	4.58%	7.63%	25.19%	62.60%
Variety of options	1.57%	3.94%	15.75%	30.71%	48.03%
Reasonably priced	1.54%	13.85%	24.62%	26.15%	33.85%

Overnight visitors expressed concerns about the pricing of accommodations during their stay (Table 1). When planning their trips to Pensacola Beach, they frequently considered alternative destinations, with Orange Beach, Destin, 30A, and Navarre emerging as the top four choices. Approximately 85 percent of overnight visitors chose to travel using personal vehicles, rentals, or rideshares.

Figure 3 Airlines Selected by All Tourist Types



The Hilton and Hampton Inn accommodated a significant portion of overnight respondents, while a quarter of these visitors reported staying in "other" hotels that were not listed in the survey. Southwest Airlines was the most popular choice among overnight visitors, with 44 percent opting for this carrier, followed by Delta Airlines, which accounted for 22 percent of the respondents. Notably, overnight visitors were the only group to fly with Spirit Airlines. In total, overnight visitors traveled to Pensacola Beach from 29 different states, reflecting a wide geographic reach.

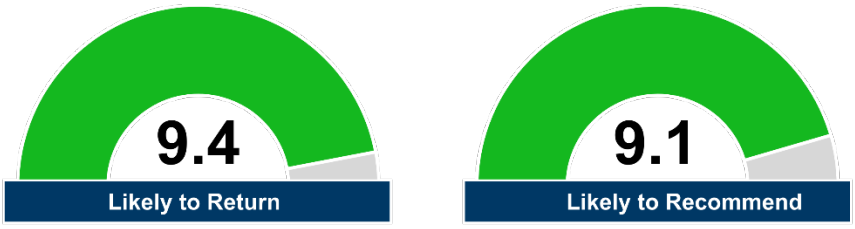
Daytrippers

Daytrippers represented full-time residents from 15 different states, demonstrating the diverse origins of this group. They identified parking as the biggest area needing improvement. In contrast, overnight visitors did not report any concerns related to parking. Parking challenges were a common issue for daytrippers, with 31 percent stating that it was somewhat difficult or extremely difficult to find a parking spot. Some daytrippers reported accommodations because they stayed in nearby areas such as Pensacola or Gulf Breeze.

When considering alternative destinations, the top four beaches favored by daytrippers were Perdido, Navarre, Orange Beach, and Destin. Interestingly, some daytrippers indicated that they traveled to the beach by air. Among these respondents, American Airlines and Delta Airlines were the most popular choices, each accounting for 40 percent of selections, followed by Southwest Airlines at 20 percent.

On a scale of 1 to 10, with 10 being the most likely, daytrippers expressed a strong likelihood of returning to Pensacola, rating it at 9.4. Similarly, they rated their likelihood of recommending Pensacola Beach to a friend at 9.1, indicating high levels of satisfaction with their experience.

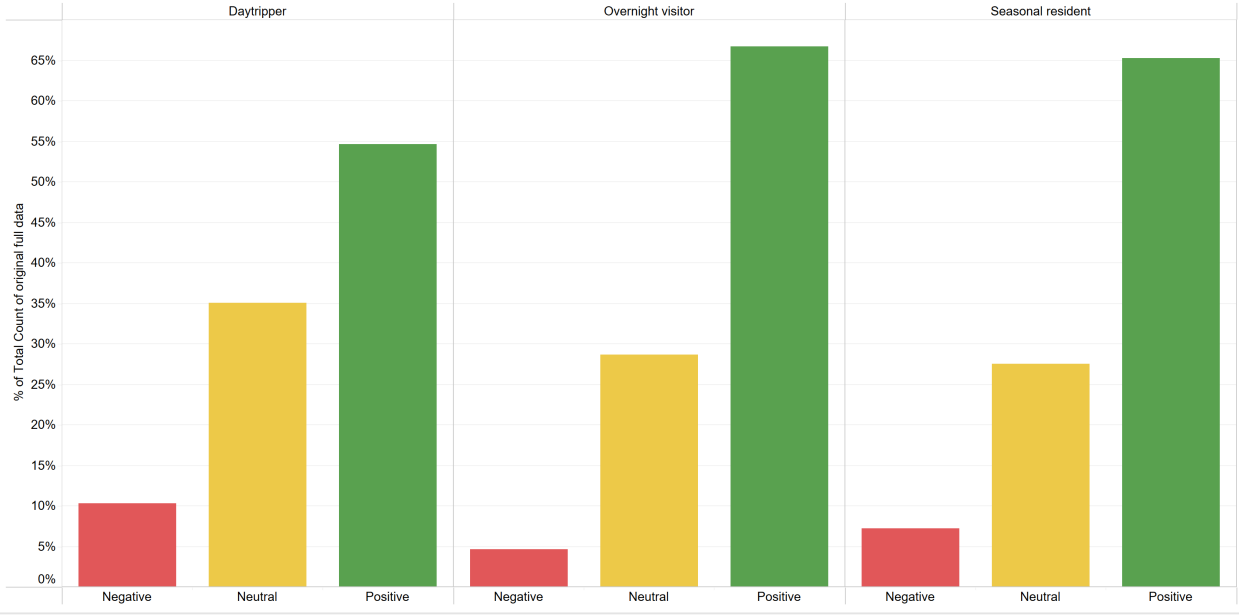
Figure 4: Daytripper Visitor Rates



Seasonal Residents

Survey responses indicated that seasonal residents came from 30 different states. Despite 76 percent of seasonal residents staying in their own personal houses or condos, they still expressed concerns about the cost of accommodations. Comparatively, 12 percent of overnight visitors stayed in short-term rentals or condos, while another 5 percent opted for hotels. During their most recent visits, seasonal residents most frequently dined at casual dining establishments, fine dining restaurants, and breakfast spots. This group also displayed the greatest diversity in airline choices. Five percent of seasonal residents reported flying with Allegiant Airlines, while the top three airlines used were Delta (30 percent), American (25 percent), and Southwest (15 percent). Additionally, 15 percent of seasonal residents utilized noncommercial air carriers for their travel needs.

Figure 5: Rating of Last Visit by Tourist Type



All Tourists

In this section, a “tourist” referred to any individual who identified as a daytripper, an overnight visitor, or a seasonal resident. Full-time residents were excluded from this definition. When asked what needed improvement, both seasonal residents and overnight visitors most frequently selected “other.” Within the written responses under the “other” category, comments commonly mentioned the size of the crowds on the beaches and concerns about the general cleanliness of the area. Additionally, traffic flow and prices were highlighted as areas needing improvement. Only 16 states were not represented in the survey responses. The analysis revealed that overnight visitors had the most positive experiences, with the highest percentage of ratings in the 9 to 10 range. In contrast, daytrippers expressed the most dissatisfaction, as their ratings frequently fell in the 0 to 6 range. Among all tourists surveyed, Delta emerged as the most popular airline, preferred by 29 percent of the total group.

Figure 6: All Tourist Types by ZIP Code of Permanent Residence

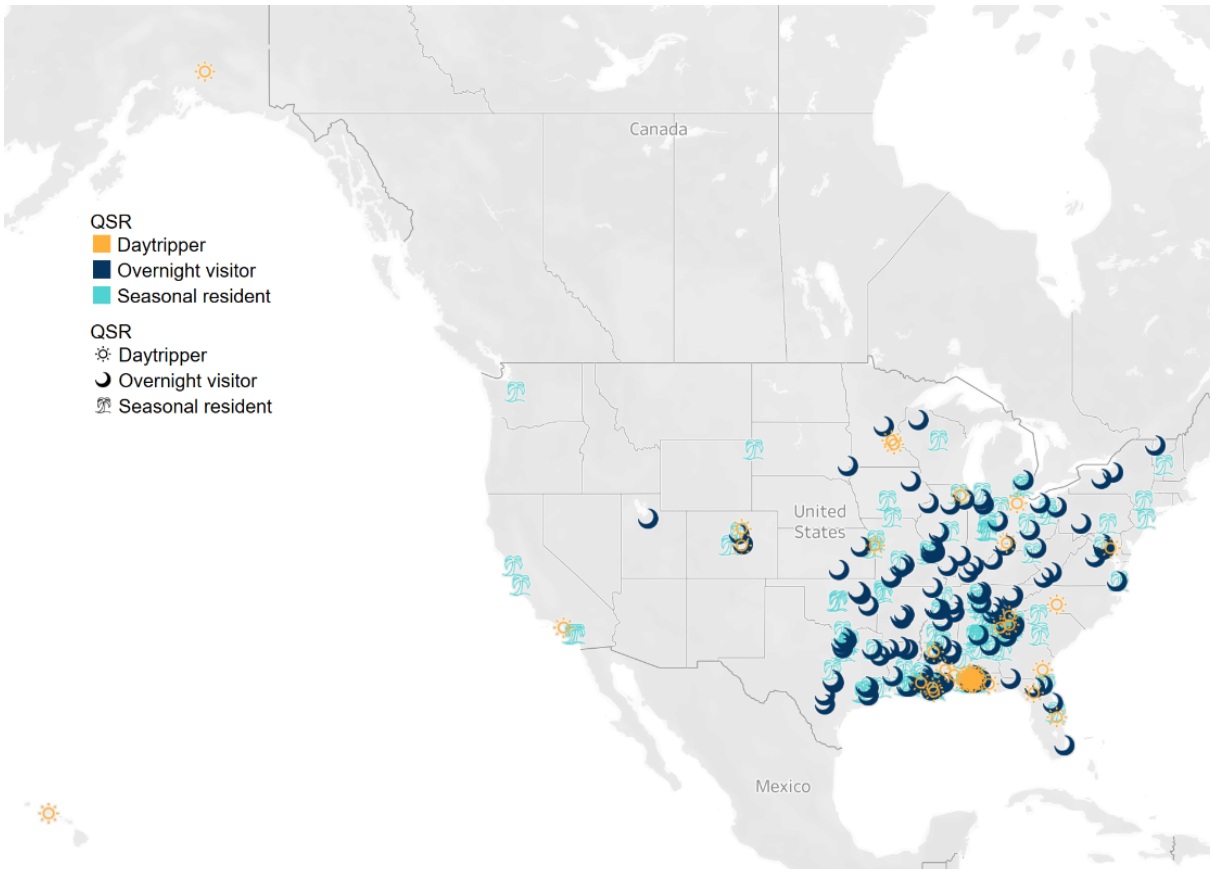


Table 2: Total Trip Expense Estimates

Average Spending Categories	Seasonal Resident	Overnight Visitors
Accommodations	$2,229.08	$1,671.95
Groceries/Restaurants	$1,496.06	$452.89
Sporting Events/Recreation/Entertainment	$405.94	$114.60
Shopping	$645.94	$176.67
Transportation/Gas	$345.05	$74.04
Miscellaneous	$463.25	$120.16
	$5,585.32	**$2,610.31**

Table 3: Daily Expenses

Average Spending Categories	Seasonal Resident	Overnight Visitors
Accommodations	$177.64	$335.58
Groceries/Restaurants	$99.44	$131.01
Sporting Events/Recreation/Entertainment	$31.73	$44.78
Shopping	$393.93	$62.37
Transportation/Gas	$18.12	$26.96
Miscellaneous	$20.71	$46.36
	$741.57	**$647.06**

Full-time Residents

The data provides detailed insights into the full-time residents of Pensacola Beach and their perceptions of local infrastructure, safety, and dining experiences. The majority of full-time residents are aged 55–64 and earn $150,001 or more annually. Demographically, the population is predominantly white, comprising 84 percent of respondents, with nearly 4 percent identifying as Spanish, Hispanic, or Latino. Gender distribution is fairly balanced, with 52 percent female and 45 percent male residents.

When considering infrastructure, residents identified parking, safety, and utilities as their top priorities. Their assessment of the Santa Rosa Island Authority (SRIA) revealed varying levels of satisfaction. They rated SRIA highest for providing quality emergency management services,

with an average score of 3.98, and for ensuring public safety, which scored 3.83. However, residents expressed dissatisfaction with improvements to sidewalks, which received the lowest average rating of 3.22. Overall, residents were most satisfied with SRIA's efforts to maintain a safe community, followed by promoting the island's image, protecting the environment, and encouraging infrastructure investments (Table 4).

Public safety concerns were also highlighted. Specific concerns within this category included traffic (37 mentions), crosswalk safety (26 mentions), pedestrian safety (19 mentions), and speeding (12 mentions). Burglaries and theft were also significant, with 30.6 percent of respondents expressing worry about these crimes.

Dining experiences on Pensacola Beach were rated positively in some areas but fell short in others. Residents appreciated the friendliness and professionalism of restaurant staff, which scored an average of 3.99, and the cleanliness of establishments, rated at 3.67. However, dissatisfaction arose regarding the high prices of food (3.07) and drinks (3.13), as well as insufficient parking, which received the lowest score of 2.79.

The narrative underscores both the strengths and areas for improvement as identified by the residents, offering valuable guidance for local authorities and businesses.

Table 4: When thinking about the infrastructure of Pensacola Beach, how strongly do you disagree or agree (1=strongly disagree, 5=strongly agree) with the following statements? Over the past year, the Santa Rosa Island Authority has:

	MEAN
Provided quality emergency management services	3.98
Ensured public safety	3.83
Maintained parks and beach access points	3.77
Enforced building and property codes	3.40
Improved walkability/bikeability	3.32
Improved street lighting	3.28
Improved sidewalks	3.22

Survey Conclusions

The survey results highlighted several key insights about the experiences of tourists and residents visiting Pensacola Beach. Overnight visitors reported highly positive experiences, with many citing restaurant dining as a highlight and expressing strong intentions to return and recommend the beach to others. However, pricing for accommodations was noted as a concern, and very few visitors were willing to pay more than $5 per hour for parking.

Daytrippers faced more challenges, particularly with parking, which emerged as the most significant issue. Despite this, they also expressed a high likelihood of returning and recommending the beach. Seasonal residents demonstrated diverse travel preferences, with most staying in personal homes or condos, but they also highlighted concerns about the cost of accommodations and crowded conditions on the beaches.

Across all groups, the size of beach crowds, traffic flow, and pricing were areas that needed improvement. Delta Airlines emerged as the most popular carrier overall, while other airlines like Southwest and Spirit also had a notable presence among specific groups. These findings provide valuable insights for local authorities and businesses to enhance the visitor experience while addressing recurring concerns.

Full-time residents provided a distinct perspective, emphasizing infrastructure priorities like parking, safety, and utilities. Their feedback on the Santa Rosa Island Authority (SRIA) showed high satisfaction with emergency management and public safety but dissatisfaction with sidewalk improvements. Public safety concerns such as traffic, pedestrian safety, and speeding also stood out as significant issues. Dining experiences were mixed, with praise for friendly staff but dissatisfaction with high food and drink prices and limited parking.

Overall, the data underscores the need for targeted improvements in infrastructure, public safety, and affordability to enhance the experience for all groups while maintaining Pensacola Beach's appeal as a premier destination.

Total Impact of Tourism in Pensacola Beach 2024

The survey asked participants to identify whether they were full-time residents, seasonal residents, daytrippers, overnight visitors, or had no relationship with Pensacola Beach. Among the responses, 47 percent were full-time residents, 3 percent did not live on or visit the beach, 9 percent were seasonal residents, 9 percent were overnight visitors, and 32 percent were daytrippers. Since the leadership team at SRIA tasked us with measuring the economic impact of tourism, we excluded full-time residents and individuals with no interaction with the beach from the analysis. As a result, this report focuses on the three primary tourism groups: Overnight Visitors, Daytrippers, and Seasonal Residents. After removing the excluded respondents, the adjusted distribution of tourism groups shows that 17.9 percent were seasonal residents, 63.6 percent were daytrippers, and 18.4 percent were overnight visitors.

The analysis details the spending and economic impacts for each of these tourism groups. The data is broken down into four key tables. Table 1 summarizes the total tourism impact across all three groups. Table 2 highlights the economic impact of overnight visitors, while Table 3 focuses on the contributions of daytrippers. Table 4 details the economic activity generated by seasonal residents. All figures are reported in 2024 dollars.

Tourism spending on Pensacola Beach has a significant economic impact. It supports 8,242 jobs, generating $287,640,821 in personal income and contributing $493,519,338 to the Gross Regional Product (GRP). Additionally, this spending generates $131,761,275 in combined tax revenue at the federal, state, and county levels.

Total Tourism Impact

Table 1: Total Impact of Tourism in Pensacola Beach

	Employment	Personal Income	GRP	Output	Total Tax
Direct	6,201	$189,230,751	$315,722,227	$621,441,201	$91,851,726
Indirect	1,283	$59,480,705	$101,958,675	$216,868,131	$22,558,252
Induced	758	$38,929,365	$75,838,436	$128,112,779	$17,351,297
	8,242	$287,640,821	$493,519,338	$966,422,111	$131,761,275

Overnight Visitor Impact

The economic impact of this tourism spending supports 2,031 jobs, generating $70,876,436 in labor income and contributing $121,606,145 to the Gross Regional Product (GRP). Additionally, this spending generates a combined tax revenue of $32,466,774 across federal, state, and county levels.

Table 2: Overnight Visitor Impact					
	Employment	Personal Income	GRP	Output	Total Tax
Direct	1,528	$46,627,600	$77,795,863	$153,126,865	$22,632,820
Indirect	316	$14,656,405	$25,123,233	$53,437,617	$5,558,490
Induced	187	$9,592,431	$18,687,049	$31,567,762	$4,275,464
	2,031	$70,876,436	$121,606,145	$238,132,244	$32,466,774

Daytripper Impact

The economic impact of this tourism spending supports 1,990 jobs, generating $69,462,521 in labor income and contributing $119,180,225 to the Gross Regional Product (GRP). Additionally, this spending generates a combined tax revenue of $31,819,094 at the federal, state, and county levels.

Table 3: Daytripper Impact					
	Employment	Personal Income	GRP	Output	Total Tax
Direct	1,497	$45,697,426	$76,243,914	$150,072,138	$22,181,318
Indirect	310	$14,364,024	$24,622,050	$52,371,591	$5,447,603
Induced	183	$9,401,071	$18,314,261	$30,938,017	$4,190,173
	1,990	$69,462,521	$119,180,225	$233,381,746	$31,819,094

Seasonal Resident Impact

The economic impact of this tourism spending supports 4,220 jobs, generating $147,301,864 in labor income and contributing $252,732,968 to the Gross Regional Product (GRP). Additionally, this spending generates a combined tax revenue of $67,475,406 at the federal, state, and county levels.

Table 4: Seasonal Resident Impact

	Employment	Personal Income	GRP	Output	Total Tax
Direct	3,175	$96,905,725	$161,682,449	$318,242,198	$47,037,588
Indirect	657	$30,460,276	$52,213,392	$111,058,923	$11,552,159
Induced	388	$19,935,863	$38,837,127	$65,606,999	$8,885,659
	4,220	$147,301,864	$252,732,968	$494,908,120	$67,475,406

Visitor Estimates

Researchers at the UWF Haas Center utilized a third-party proprietary software application to estimate the number of GPS-enabled devices in a given location, de-duplicate the devices, and separate the visitors, from the residents, and employees. Using this method, the team estimated that Pensacola Beach hosted 965,400 visitors who stayed for 150 minutes or longer between January 1, 2024, and December 1, 2024. In comparison, the same period in 2023 saw 987,300 unique visitors. This represents a 3.4 percent decrease in visitors from 2023 to 2024, a 7.1 percent decline from 2022, and an 8.9 percent decline from 2021.

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):

Project Description:Pensacola Beach Shared Use Path - Phase VI : Warrington Bank to Intersection of Deluna & Ft. Pickens

Items		TA Eligible				Other Funds (must include all TA ineligible items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
1	Mobilization	1	LS	$ 25,000.00	$ 25,000.00		EA		$ -		1	$ 25,000.00
2	Maintenance of Traffic (MOT)	1	LS	$ 25,000.00	$ 25,000.00		EA		$ -		1	$ 25,000.00
3	Earthwork Fill	2	CY	$ 30.00	$ 60.00		EA		$ -		2	$ 60.00
4	Clearing and Grubbing	2811	SY	$ 4.50	$ 12,649.50		EA		$ -		2811	$ 12,649.50
5	Earthwork Establishing Grade	1961	SY	$ 2.50	$ 4,902.50		EA		$ -		1961	$ 4,902.50
6	2" Type SP 12.5 Asphalt, over 1500sy	648	SY	$ 19.50	$ 12,636.00		EA		$ -		648	$ 12,636.00
7	Remove Existing Asphalt, 2" Average Depth	1961	SY	$ 7.00	$ 13,727.00		EA		$ -		1961	$ 13,727.00
8	12" Stabilized Subgrade	2811	SY	$ 2.50	$ 7,027.50		EA		$ -		2811	$ 7,027.50
9	4" Graded aggregate Base "Min. LBR 100 at 100% Modified Proctor	0	SY	$ 30.00	$ -		EA		$ -		0	$ -
10	6" Graded aggregate Base "Min. LBR 100 at 100% Modified Proctor	75	SY	$ 40.00	$ 3,000.00		EA		$ -		75	$ 3,000.00
11	Thermoplastic White Pedestrian Crosswalk	576	LF	$ 5.00	$ 2,880.00		EA		$ -		576	$ 2,880.00
12	Thermoplastic Stop Bar	81	LF	$ 8.00	$ 648.00		EA		$ -		81	$ 648.00
13	Stop Sign, R1-1	5	EA	$ 350.00	$ 1,750.00		EA		$ -		5	$ 1,750.00
14	FDOT Type F Curb and Gutter, FDOT Index 300	75	LF	$ 50.00	$ 3,750.00		EA		$ -		75	$ 3,750.00
15	4" Fiber Reinforced Concrete Driveway	75	SY	$ 80.00	$ 6,000.00		EA		$ -		75	$ 6,000.00
16	8' Fiber Reinforced Concrete Sidewalk	1611	LF	$ 115.00	$ 185,265.00		EA		$ -		1611	$ 185,265.00
17	Construct Curb Ramp (Approved Mat, Color included) FDOT index 304	3	EA	$ 1,500.00	$ 4,500.00		EA		$ -		3	$ 4,500.00
18	Remove Existing Curb	40	LF	$ 12.00	$ 480.00		EA		$ -		40	$ 480.00
19	Centipede Sod, Staked	3358	SY	$ 5.00	$ 16,790.00		EA		$ -		3358	$ 16,790.00
20	NPDES Construction General Permit, NOI, and NOT (including SWPPP and monitoring), for use only with disturbed areas over 1.0 acre	1	LS	$ 20,000.00	$ 20,000.00		EA		$ -		1	$ 20,000.00
		TA Eligible Costs / TA Funds Requested (not funded through other sources)			$ 346,065.50	Other Funds (must include TA Ineligible Costs)			$ -		Subtotal	$ 346,065.50
	Design and Surveying Cost (13%)				$ 44,988.52							$ 44,988.52
	CEI Cost (5 %)				$ 17,303.28							$ 17,303.28
	CONTINGENCY (REQUIRED)	Contingency is not a FHWA Participating Item							$ -			
	Total Cost Estimate				$ 62,291.79				$ -			$ 62,291.79

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Prepared by: **PE Number:** **57353**

Jason L. Lashley — **Name:** — **Signature:** — **1/16/2026** — **Date:**

Reviewed by:

Fredrick Avera — **Name:** — **Signature:** — **1/16/2026** — **Date:**

Examples of Non-participating items:
Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores; Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations, Contingency

Other elements may be non-participating, the ones listed above are non-particating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

References:

FDOT Design https://www.fdot.gov/roadway
Environmental Manag https://www.fdot.gov/environment
FDOT Estimates https://www.fdot.gov/construction
Local Programs Manu https://www.fdot.gov/programmanagement/lap/lap-toc.shtm
TA Set-Aside Program https://www.fdot.gov/planning/systems/systems-management/tap

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):

Project Description:Pensacola Beach Shared Use Path - Toll Booth to Intersection of Deluna & Ft. Pickens

Items		TA Eligible				Other Funds (must include all TA ineligible items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
1	Mobilization	1	LS	$ 25,000.00	$ 25,000.00		EA		$ -		1	$ 25,000.00
2	Maintenance of Traffic (MOT)	1	LS	$ 25,000.00	$ 25,000.00		EA		$ -		1	$ 25,000.00
3	Earthwork Fill	0	CY	$ 30.00	$ -		EA		$ -		0	$ -
4	Clearing and Grubbing	8157	SY	$ 4.50	$ 36,706.50		EA		$ -		8157	$ 36,706.50
5	Earthwork Establishing Grade	3646	SY	$ 2.50	$ 9,115.00		EA		$ -		3646	$ 9,115.00
6	2" Type SP 12.5 Asphalt, over 1500sy	661	SY	$ 19.50	$ 12,889.50		EA		$ -		661	$ 12,889.50
7	Remove Existing Asphalt, 2" Average Depth	3646	SY	$ 7.00	$ 25,522.00		EA		$ -		3646	$ 25,522.00
8	12" Stabilized Subgrade	2565	SY	$ 2.50	$ 6,412.50		EA		$ -		2565	$ 6,412.50
9	4" Graded aggregate Base "Min. LBR 100 at 100% Modified Proctor	0	SY	$ 30.00	$ -		EA		$ -		0	$ -
10	6" Graded aggregate Base "Min. LBR 100 at 100% Modified Proctor	0	SY	$ 40.00	$ -		EA		$ -		0	$ -
11	Thermoplastic White Pedestrian Crosswalk	850	LF	$ 5.00	$ 4,250.00		EA		$ -		850	$ 4,250.00
12	Thermoplastic Stop Bar	107	LF	$ 8.00	$ 856.00		EA		$ -		107	$ 856.00
13	Stop Sign, R1-1	6	EA	$ 350.00	$ 2,100.00		EA		$ -		6	$ 2,100.00
14	FDOT Type F Curb and Gutter, FDOT Index 300	0	LF	$ 50.00	$ -		EA		$ -		0	$ -
15	4" Fiber Reinforced Concrete Driveway	0	SY	$ 80.00	$ -		EA		$ -		0	$ -
16	8' Fiber Reinforced Concrete Sidewalk	2030	LF	$ 115.00	$ 233,450.00		EA		$ -		2030	$ 233,450.00
17	Construct Curb Ramp (Approved Mat, Color included) FDOT index 304	6	EA	$ 1,500.00	$ 9,000.00		EA		$ -		6	$ 9,000.00
18	Remove Existing Curb	0	LF	$ 12.00	$ -		EA		$ -		0	$ -
19	Centipede Sod, Staked	4511	SY	$ 5.00	$ 22,555.00		EA		$ -		4511	$ 22,555.00
20	NPDES Construction General Permit, NOI, and NOT (including SWPPP and monitoring), for use only with disturbed areas over 1.0 acre	1	LS	$ 20,000.00	$ 20,000.00		EA		$ -		1	$ 20,000.00
		TA Eligible Costs / TA Funds Requested (not funded through other sources)			$ 432,856.50	Other Funds (must include TA Ineligible Costs)			$ -		Subtotal	$ 432,856.50
	Design and Surveying Cost (13%)				$ 56,271.35							$ 56,271.35
	CEI Cost (5 %)				$ 21,642.83							$ 21,642.83
	CONTINGENCY (REQUIRED)	Contingency is not a FHWA Participating Item							$ -			
	Total Cost Estimate				$ 77,914.17				$ -			$ 77,914.17

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Prepared by: **PE Number:** **57353**

Examples of Non-participating items:
Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores; Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations, Contingency

Other elements may be non-participating, the ones listed above are non-particating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

Jason L. Lashley — **Name:** — **Signature:** — **Date:** 1/16/2026

Reviewed by:

Fredrick Avera — **Name:** — **Signature:** — **Date:** 1/16/2026

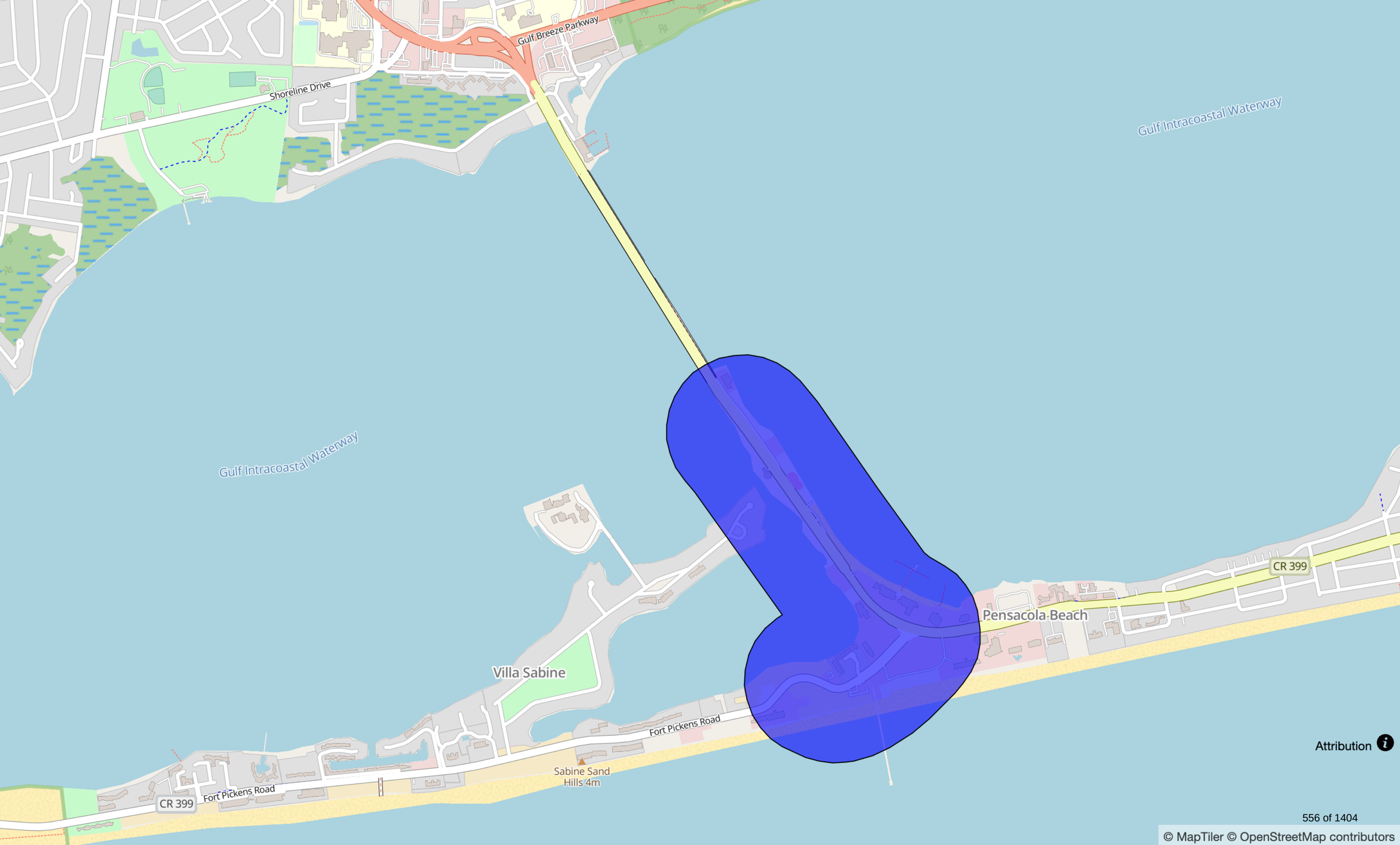
References:

FDOT Design https://www.fdot.gov/roadway
Environmental Manag https://www.fdot.gov/environment
FDOT Estimates https://www.fdot.gov/construction
Local Programs Manu https://www.fdot.gov/programmanagement/lap/lap-toc.shtm
TA Set-Aside Program https://www.fdot.gov/planning/systems/systems-management/tap

FDOT District Three Transportation Alternative- Set Aside

2024-2025 Cycle

Additional Documentation Page

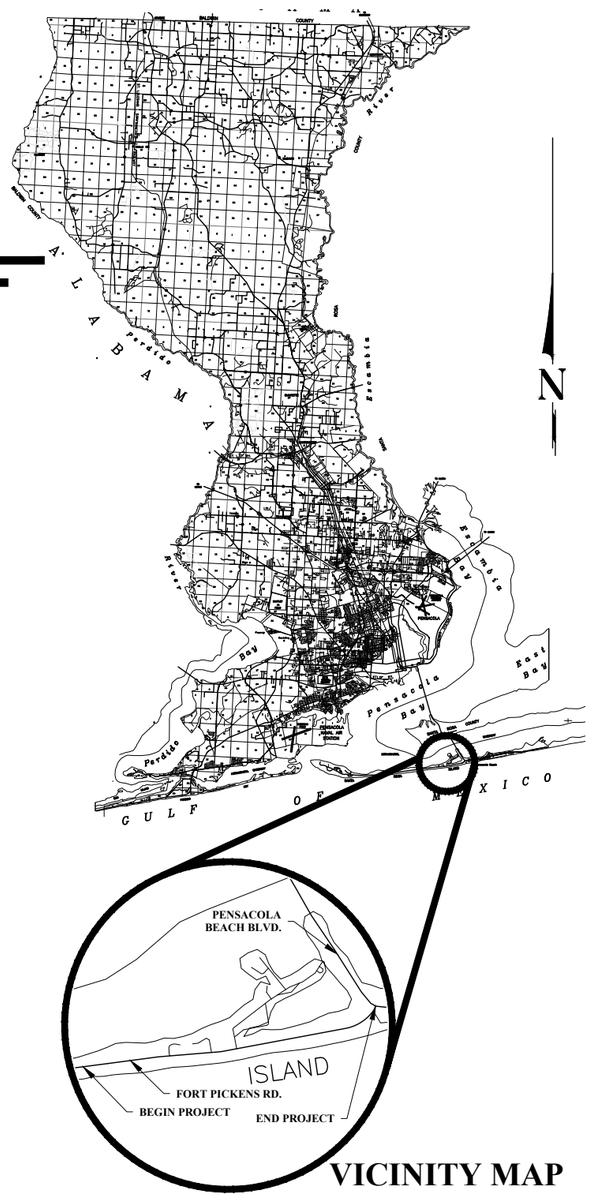


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BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

FT. PICKENS RD. SHARED USE PATH - SAFETY AND ADA IMPROVEMENTS -

PHASE VI - STA 110+75 TO STA 137+15
WARRINGTON BANK TO INTERSECTION



VICINITY MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SWPPP SHEET
14-15	PLAN SHEETS
16-19	DETAILS SHEET

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING, RECORDATION CONVEYANCE, SALES OR AS THE BASIS FOR THE ISSUANCE OF A PERMIT

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER (CHAIRMAN)
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER (VICE CHAIRMAN)
DISTRICT FIVE	STEVEN BARRY

FINAL PLANS
DECEMBER, 2025

WAGGONER
3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053

PROJECT MANAGER: Mr. Don Christain	
SECTION / TOWNSHIP / RANGE: S-36/T-1S/R-30	DISTRICT: 3
PROJECT ENGINEER: Jason L. Lashley, P.E.	REG FLA ENG NO: 57353
SIGNATURE:	DATE:

Z:\Projects Directory\2300758 - Shared Use Path - Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\COVER SHEETS\FORT PICKENS RD.- COVER - PHASE VI - TO INTERSECTION.dwg, Dec 04, 2025 - 2:59:15PM, Marianna.Martinez

GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY OR ITS DESIGNEE WILL ASSIST CONTRACTOR WITH REQUIRED PERMITS.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
10. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
12. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
13. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.
14. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
15. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
16. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
17. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.
18. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    MR. JOE BARRETT, PLS
    ESCAMBIA COUNTY SURVEYOR
    3363 WEST PARK PLACE
    PENSACOLA, FLORIDA 32505 PH (850) 595-3427

    SIGMA CONSULTING GROUP, INC
    3298 SUMMIT BOULEVARD, SUITE 32
    PENSACOLA, FLORIDA 32503 PH (850) 332-7912

19. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
20. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.
21. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
22. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
23. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.
24. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
25. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT SPECIFICATIONS AND STANDARD PLANS.
26. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.
27. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION
28. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEM STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

    SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
    MR. JACOB KEARLEY
    P.O. BOX 15311
    PENSACOLA, FL. 32514 PH: (850) 969-5823
    JACOB.KEARLEY@ECUA.FL.GOV

    TELEPHONE - AT&T FLORIDA
    MR. TOM MANNING
    6689 E MAGNOLIA STREET
    MILTON, FL. 32570 PH:(850) 463-5176
    TM2709@ATT.COM

3. AT&T FLORIDA WILL COMPLETE ALL WORK DURING THE HOURS OF 7:30 AM - 4:30 PM, MONDAY THRU FRIDAY. NO NIGHT OR WEEKEND WORK.
4. ALL CABLE DAMAGE MUST BE REPORTED TO THE ATT FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 877-737-2478 IF USING A CELL PHONE.
5. ALL VEHICLE LOOP INSTALLATION SHALL BE DONE AS PER FDOT INDEX 660-001.
6. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
7. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

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BARRIER ISLAND SAND NOTES:

1. PROTECTION REQUIRED. THE COUNTY RECOGNIZES THAT THE WHITE SANDS OF PERDIDO KEY AND PENSACOLA BEACH PROMOTE TOURISM AND ENHANCE THE QUALITY OF LIFE OF THE RESIDENTS OF THE COUNTY, AND THAT THE PERMANENT DISCOLORATION, DARKENING OR STAINING OF THE SANDS WOULD HARM THE PUBLIC WELFARE. TO MAINTAIN, PRESERVE AND PROTECT THE NATURAL FUNCTION AND COLOR OF THESE FINE TO MEDIUM GRAINED WHITE SANDS, THE IMPORTATION, USE, AND RELOCATION OF RED CLAY AND OTHER MATERIALS THAT TEND TO DISCOLOR, DARKEN OR STAIN THE NATURAL WHITE SANDS OF PERDIDO KEY AND SANTA ROSA ISLAND IS PROHIBITED. ADDITIONALLY, TRANSPORTATION OF PROHIBITED MATERIALS WHEN EXPOSED TO WIND OR WATER SHALL BE PREVENTED ON THE ISLANDS BY CONTAINMENT AND REMOVAL. APPROVED AND PROHIBITED MATERIAL SPECIFICATIONS ARE PROVIDED IN CHAPTER 2, BARRIER ISLAND SAND SECTION OF THE DESIGN STANDARDS MANUAL (DSM).
2. APPLICABILITY. THERE SHALL BE NO DISTINCTION MADE REGARDING THE APPLICABILITY OF THE PROVISIONS OF THIS SECTION BETWEEN PERDIDO KEY AND SANTA ROSA ISLAND SOIL MATERIAL. HOWEVER, THE COUNTY MAY, UPON SPECIFIC CONSIDERATION, DIFFERENTIATE BETWEEN THE ALLOWABLE SOIL MATERIAL OF THE GULF-FRONT BEACH, GULF-FRONT (PRIMARY) DUNES, SOUND SIDE BEACH, INTERIOR (SECONDARY) DUNES AND FORESTED ECOSYSTEMS.
3. PERMIT REQUIRED. ALL PROJECTS INVOLVING THE PLACEMENT OF SAND OR OTHER CONSTRUCTION OR LANDSCAPING MATERIALS ON SANTA ROSA ISLAND OR PERDIDO KEY SHALL REQUIRE COUNTY APPROVAL OF A REPRESENTATIVE SAMPLE OF THE MATERIALS ACCORDING TO THE COMPLIANCE REVIEW PROCESSES OF CHAPTER 2 PRIOR TO TRANSPORT ON THE BARRIER ISLANDS.
4. PROHIBITED IMPORTATION, TRANSFER AND USE. THE FOLLOWING PROHIBITIONS ON THE IMPORTATION, TRANSFER AND USE OF SOME MATERIALS ON BARRIER ISLANDS RE BASED ON APPROVED AND PROHIBITED MATERIALS AS PRESCRIBED IN THIS SECTION:

    NO PERSON MAY IMPORT OR CAUSE TO BE IMPORTED ONTO SANTA ROSA ISLAND OR PERDIDO KEY ANY CONSTRUCTION OR LANDSCAPING MATERIAL WHICH IS NOT AN APPROVED MATERIAL.

    NO PERSON MAY USE, OR TRANSFER FOR USE, ANY PROHIBITED MATERIAL IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

    NO PERSON MAY TRANSFER FROM PARCEL TO PARCEL ANY CONSTRUCTION MATERIAL WHICH IS NOT AN APPROVED MATERIAL WHERE SUCH MATERIAL IS TO BE USED IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

5. REMOVAL OF PROHIBITED MATERIALS.

    GENERAL. ANY TIME RECONSTRUCTION, REDEVELOPMENT, IMPROVEMENT OR USE OF A SITE ON SANTA ROSA ISLAND OR PERDIDO KEY UNCOVERS OR EXPOSES "PROHIBITED MATERIALS" AS DEFINED IN DSM CHAPTER 2, BARRIER ISLAND SAND SECTION THOSE MATERIALS MUST BE IMMEDIATELY REMOVED FROM THE SITE AND RELOCATED OFF THE BARRIER ISLAND.

    UTILITIES. ANY TIME A UTILITY COMPANY, AUTHORITY, OR FRANCHISEE, WHICH HAS ACQUIRED USE OF THE COUNTY'S RIGHTS-OF-WAY, EASEMENTS OR OTHER INTEREST BY PERMISSION, AGREEMENT OR LAW TO PROVIDE SERVICES TO CONSUMERS, SHALL UNCOVER OR EXPOSE ANY PROHIBITED MATERIAL DURING THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF ITS SYSTEM ON SANTA ROSA ISLAND OR PERDIDO KEY, IT SHALL REMOVE FROM THE BARRIER ISLAND THE PROHIBITED MATERIAL DISTURBED BY THE WORK AND REPLACE IT WITH APPROVED MATERIALS. THE PROHIBITED MATERIALS SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID THEIR RELEASE BY WIND, WATER, OR OTHER MEANS ONTO ADJACENT LANDS OR WATERS.

    BCC APPROVED EXEMPTION. THE BCC MAY EXEMPT THE APPLICATION OF THESE REMOVAL PROVISIONS FOR PARTICULAR PROJECTS OR PARTS OF PROJECTS UPON DETERMINATION BY A FOUR-FIFTHS VOTE OF THE BOARD THAT AN EMERGENCY EXISTS AND THAT AN IMMEDIATE EXEMPTION IS REQUIRED TO PROTECT THE PUBLIC HEALTH, SAFETY OR WELFARE.

    REMOVAL TIME. THE REQUIREMENT FOR IMMEDIATE REMOVAL OF PROHIBITED MATERIALS MAY BE RELAXED IF THE MATERIALS ARE CONFIRMED TO BE CONTAINED IN SUCH A WAY AS TO PRECLUDE THEIR TRANSFER BY WIND, WATER OR OTHER MEANS WITHIN THE PARCEL OR ONTO ADJACENT PARCELS OR WATERS, AND IF THE DELAY IS OTHERWISE CONSISTENT WITH THE PURPOSE AND INTENT OF THIS SECTION. HOWEVER, PROHIBITED MATERIALS MAY REMAIN ON THE SITE WHERE EXPOSED OR ON THE BARRIER ISLAND FOR NO MORE THAN 48 HOURS. THE COUNTY SHALL PROMULGATE APPROVED METHODS OF CONTAINING AND TRANSPORTING PROHIBITED MATERIALS REQUIRED TO BE REMOVED.

6. APPROVED MATERIAL. APPROVED MATERIALS ARE THOSE CONSTRUCTIONS AND LANDSCAPING MATERIALS WHOSE MINERALOGICAL COMPOSITION IS WHITE FINE TO MEDIUM GRAINED QUARTZ SAND. HOWEVER, OYSTER SHELL, LIMESTONE OR WHITE DOLOMITE MAY BE USED FOR ROADBED OR FOUNDATION CONSTRUCTION IF REASONABLY THE SAME COLOR AS APPROVED SAND AFTER EXPOSURE TO THE SUN AND NOT CONTAINING CLAY OR OTHER DISCOLORING, STAINING OR DARKENING MATERIAL. FOR THE PURPOSES OF THIS SECTION, WHITE FINE TO MEDIUM GRAINED QUARTZ SAND SHALL HAVE THE FOLLOWING CHARACTERISTICS:

    COLOR. A MUNSELL COLOR CHART VALUE OF 9.25 OR WHITER AND A CHROMA OF 0.5 OR LESS ON THE 2.5, 5, 7.5 OR 10YR SCALE WHEN CHECKED IN AN AIR-DRY CONDITION.

    GRAIN SIZE. A GRAIN SIZE OF 75 PERCENT OF THE SAMPLE BY WEIGHT BETWEEN 0.43 MILLIMETERS (MM) AND 0.08 MM, WITH THE REMAINING 25 PERCENT BEING COARSER THAN 0.43 MM BUT NOT LARGER THAN 1.0 MM AS DESCRIBEDUNDER THE UNIFIED SOIL CLASSIFICATION SYSTEM. THIS CORRESPONDS TO THE NUMBER 40-200 SIEVE SIZES FOR GRADATION CURVE ANALYSIS.

7. PROHIBITED MATERIAL. PROHIBITED MATERIALS ARE ANY DARKENING, DISCOLORING OR STAINING MATERIALS HAVING THE ABILITY TO PERMANENTLY (GREATER THAN SIX MONTHS) CHANGE THE COLOR OR DARKEN THE NATURAL WHITE SANDS OF SANTA ROSA ISLAND OR PERDIDO KEY, OR ANY APPROVED MATERIALS, WHENEVER COMING INTO CONTACT WITH THEM. PROHIBITED MATERIALS INCLUDE ANY WITH THE FOLLOWING CHARACTERISTICS:

    COLOR. A COLOR DARKER THAN THE COLOR REQUIRED FOR APPROVED MATERIALS.

    GRAIN SIZE. A GRAIN SIZE WITH OVER TEN PERCENT BY WEIGHT OF THE SAMPLE OUTSIDE THE RANGE REQUIRED FOR APPROVED MATERIALS.

    COMPOSITION OR CHARACTER. ANY MATERIAL WHICH, IN WHOLE OR IN PART, IS COMPOSED OF OR CONTAINS CLAY OR ANY OTHER SUBSTANCE THAT WOULD DARKEN, STAIN OR DISCOLOR THE NATURAL BARRIER ISLAND SANDS OR APPROVED MATERIAL

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

GENERAL NOTES SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 2

Z:\Projects Directory\2300758 - Shored Use Path -Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\SHARED USE PATH GENERAL NOTES.dwg, Dec 04, 2025 - 2:59:24PM, Marianna.Martinez

THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN CONTAINS REFERENCES TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE DESIGN STANDARDS, OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS, THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCES IN THIS NARRATIVE, THE CONTRACTOR'S APPROVED EROSION CONTROL PLAN AS SPECIFIED BY FDEP, EPA, APPLIABLE LDC, AND REPORTS OF INSPECTIONS MADE DURING CONSTRUCTION.

1.0 SITE DESCRIPTION

1.A NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF THE ADDITION OF SIDEWALK AND DRIVEWAYS ON PENSACOLA BEACH BOULEVARD AND FORT PICKENS ROAD

1.B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCE OF CONSTRUCTION FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF MAJOR ACTIVITIES DESCRIBED BELOW, UNLESS THE CONTRACTOR PROPOSES A DIFFERENT SEQUENCE THAT IS EQUAL OR BETTER AT CONTROLLING EROSION AND TRAPPING SEDIMENT AND IS APPROVED BY THE ENGINEER.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

1. CLEARING AND GRUBBING, EARTHWORK FOR SIDEWALK AND DRIVEWAY CONSTRUCTION

1.C. AREA ESTIMATES:
TOTAL SITE AREA: 9.27 ACRES
TOTAL AREA TO BE DISTURBED: 9.27 *ACRES*

1.D. RUNOFF DATA:

RUNOFF COEFFICIENTS:
BEFORE: *0.4*
DURING: 0.4
AFTER: *0.4*
SOILS DATA: *SILT/ LOAM*

OUTFALL INFORMATION:
FORT PICKENS RD. AND PENSACOLA BEACH BLVD ARE DISCHARGED INTO THE GULF OF MEXICO.

1.E. SITE MAP:

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS. THE LOCATION OF THE REQUIRED INFORMATION IS DESCRIBED BELOW. THE SHEET NUMBERS FOR THE PLAN SHEETS REFERENCED ARE IDENTIFIED ON THE KEY SHEET OF THESE CONSTRUCTION PLANS.

- APPROXIMATE SLOPES: THE SLOPES OF THE SITE CAN BE SEEN IN PLAN SHEETS
- AREAS OF SOIL DISTURBANCE: THE AREAS TO BE DISTURBED ARE INDICATED ON THE PLAN SHEETS. ANY AREAS WHERE PERMANENT FEATURES ARE SHOWN TO BE CONSTRUCTED ABOVE OR BELOW GROUND WILL BE DISTURBED.
- AREAS NOT TO BE DISTURBED : SODDED / MAINTAINED AREAS BEYOND WEST ROW, EAST ROW.
- LOCATIONS OF TEMPORARY CONTROLS: TO BE SHOWN ON THE CONTRACTORS APPROVED EROSION CONTROL PLAN. SEDIMENTATION BASIN AND FLOATING/ STAKED TURBIDITY BARRIER ARE SUGGESTED.
- LOCATIONS OF PERMANENT CONTROLS: SOD ALL DISTURBED NON-PAVED AREAS (EXCLUDING DITCH BOTTOM)
- AREAS TO BE STABILIZED: ROADSIDE SWALES/ DITCHES.

1.F RECEIVING WATERS:
SEE ITEM 1.D. FOR THE OUTFALL LOCATIONS AND RECEIVING WATER NAMES.

2.0 CONTROLS

2.A. EROSION AND SEDIMENT CONTROLS:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STABILIZATION AND STRUCTURAL PRACTICES. THE FOLLOWING RECOMMENDED GUIDELINES ARE BASED ON THE GRADING PLAN OUTLINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR MAY CHOOSE TO ACCEPT THE FOLLOWING GUIDELINES OR MODIFY THEM IN THE SEDIMENT AND EROSION CONTROL PLAN, SUBJECT TO APPROVAL BY THE ENGINEER. AS WORK PROGRESSES, THE CONTRACTOR SHALL MODIFY THE PLAN TO ADAPT TO SEASONAL VARIATION, CHANGES IN CONSTRUCTION ACTIVITIES, AND THE NEED FOR BETTER PRACTICES.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

2.A.1 STABILIZATION PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE STABILIZATION PRACTICES PROPOSED TO CONTROL EROSION. THE CONTRACTOR SHALL INITIATE ALL STABILIZATION MEASURES AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. THE STABILIZATION PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE PARAGRAPH ABOVE REFERS TO A 7 DAY LIMIT BEFORE INITIATING STABILIZATION. THE DEP GENERIC PERMIT SPECIFIES 7 DAYS, BUT STRICTER REQUIREMENTS FROM OTHER PERMITTING AGENCIES WILL OFTEN APPLY AND SHOULD BE NOTED.

TEMPORARY:
* ARTIFICIAL COVERINGS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* TURF AND SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

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PERMANENT:
* SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

2.A.2 STRUCTURAL PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

TEMPORARY:
* SEDIMENT BARRIERS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* INLET PROTECTION IN ACCORDANCE WITHFSESCI MANUAL (TIER I & II) AND SPECIAL DETAILS SHOWN IN THE TTC PLAN.
* SEDIMENT CONTAINMENT SYSTEM: SILT FENCE AND HAY BALES WILL BE UTILIZED AS THE TEMPORARY SEDIMENT CONTAINMENT SYSTEM.

PERMANENT:
* SOD

2.B STORMWATER MANAGEMENT:

EXISTING ROADSIDE DITCHES COLLECT STORMWATER AND DIRECT IT TO SURROUNDING WETLAND AREAS.

2.C OTHER CONTROLS:

2.C.1 WASTE DISPOSAL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS TO PREVENT THE DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO WATERS OF THE UNITED STATES. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

- PROVIDING LITTLER CONTROL AND COLLECTION WITHIN THE PROJECT DURING CONSTRUCTION ACTIVITIES.
- DISPOSING OF ALL FERTILIZER OR OTHER CHEMICAL CONTAINERS ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER.

2.C.2 OFF-SITE VEHICLE TRACKING & DUST CONTROL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- COVERING LOADED HAUL TRUCKS WITH TARPAULINS.
- REMOVE EXCESS DIRT FROM ROADS DAILY.
- STABILIZING CONSTRUCTION ENTRANCES ACCORDING TO FDOT DESIGN STANDARDS.
- USING ROADWAY SWEEPERS DURING DUST GENERATING ACTIVITIES SUCH AS EXCAVATION AND HANDLING OPERATIONS.

2.C.3 STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC TANK REGULATIONS:

IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED PROCEDURES TO COMPLY WITH APPLICABLE STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, AND SANITARY SEWER OR SEPTIC SYSTEMS.

2.C.4 FERTILIZERS AND PESTICIDES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROCEDURES FOR APPLYING FERTILIZERS AND PESTICIDES. THE PROPOSED PROCEDURES SHALL COMPLY WITH APPLICABLE SUBSECTION OF SECTION 570 OF THE FDOT SPECIFICATIONS.

2.C.5 TOXIC SUBSTANCES

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A LIST OF TOXIC SUBSTANCES THAT ARE LIKELY TO BE USED ON THE JOB AND PROVIDE A PLAN ADDRESSING THE GENERATION, APPLICATION, MIGRATION, STORAGE, AND DISPOSAL OF THESE SUBSTANCES.

2.D.4 APPROVED STATE AND LOCAL PLANS AND PERMITS:

- *THIS PROJECT MEETS THE REQUIREMENTS FOR A PERMIT EXEMPTION PER THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT.*

3.0 MAINTENANCE:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A PLAN FOR MAINTAINING ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT CONSTRUCTION. THE MAINTENANCE PLAN SHALL AT A MINIMUM COMPLY WITH THE FOLLOWING:

SILT FENCE: MAINTAIN PER FSESCI MANUAL (TIER I & II). THE CONTRACTOR SHOULD ANTICIPATE REPLACING SILT FENCE ON 12 MONTH INTERVALS.
- SEDIMENT BARRIERS: REMOVE SEDIMENT AS PER MANUFACTURER'S RECOMMENDATIONS OR WHEN WATER PONDS IN UNACCEPTABLE AMOUNTS OR AREAS.

4.0 INSPECTIONS:

QUALIFIED PERSONNEL SHALL INSPECT THE FOLLOWING ITEMS AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. TO COMPLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN RAIN GAUGES AND RECORD THE DAILY RAINFALL. WHERE SITES HAVE BEEN PERMANENTLY STABILIZED, INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH. THE CONTRACTOR SHALL ALSO INSPECT THAT CONTROLS INSTALLED IN THE FIELD AGREE WITH THE LATEST STORMWATER POLLUTION PREVENTION PLAN.

LIST OF INSPECTION ITEMS
- POINTS OF DISCHARGE TO MUNICIPAL SEPARATE STORM DRAIN SYSTEMS.
- DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- STRUCTURAL CONTROLS.
- STORMWATER MANAGEMENT SYSTEMS.
- LOCATIONS WHERE VEHICLES ENTER THE SITE.

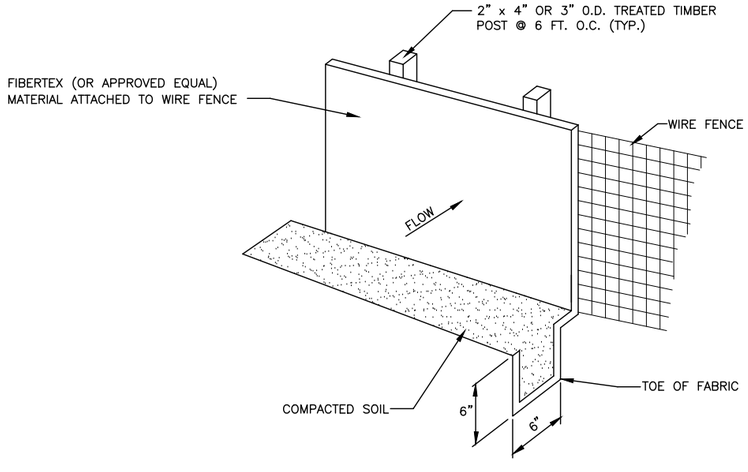
THE CONTRACTOR SHALL INITIATE REPAIRS WITHIN 24 HOURS OF INSPECTIONS THAT INDICATE ITEMS ARE NOT IN GOOD WORKING ORDER. IF INSPECTIONS INDICATE THE INSTALLED STABILIZATION AND STRUCTURAL PRACTICES ARE NOT SUFFICIENT TO MINIMIZE EROSION, RETAIN SEDIMENT, AND PREVENT DISCHARGE OF POLLUTANTS, THAT CONTRACTOR SHALL PROVIDE ADDITIONAL MEASURES, AS APPROVED BY THE ENGINEER.

5.0 NON-STORMWATER DISCHARGES:

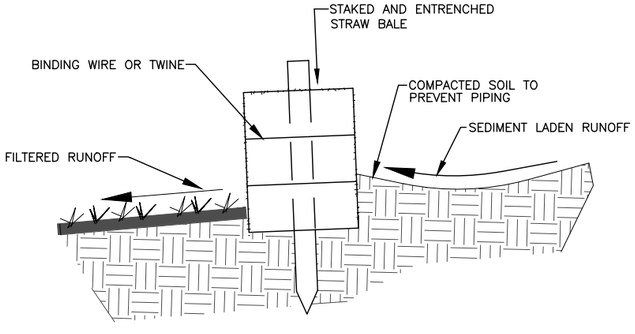
IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES (EXCEPT FLOWS FROM FIRE FIGHTING ACTIVITIES). THE CONTRACTOR SHALL DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION OF THESE NON-STORMWATER DISCHARGES. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOIL OR GROUNDWATER , CONTACT ESCAMBIA COUNTY ENGINEERING.

DEFINITIONS

FLORIDA STORMWATER EROSION & SEDIMENTATION CONTROL INSPECTORS MANUAL - FSESCI MANUAL (TIER I & II).



SILT FENCE DETAIL
NTS



DETAIL OF PROPERLY INSTALLED STRAW BALE
NTS

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

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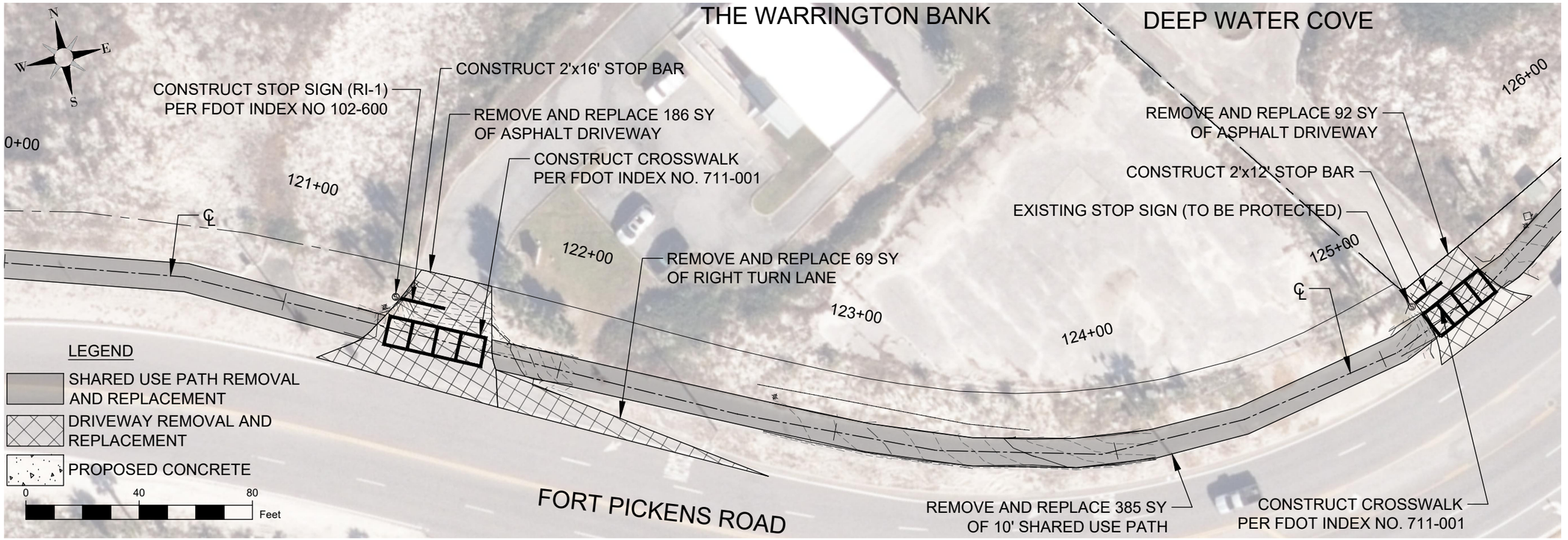
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

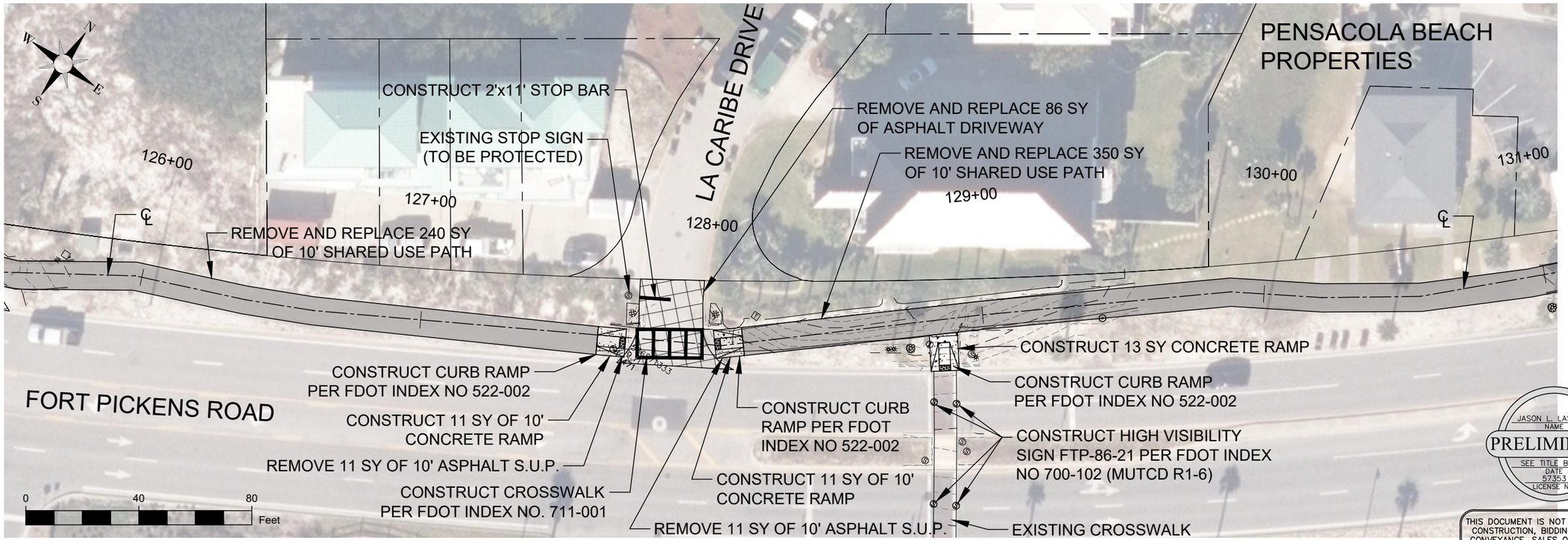
STORMWATER POLLUTION PREVENTION PLAN

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	3

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JASON L. LASHLEY
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CERTIFICATE OF
AUTHORIZATION #37053
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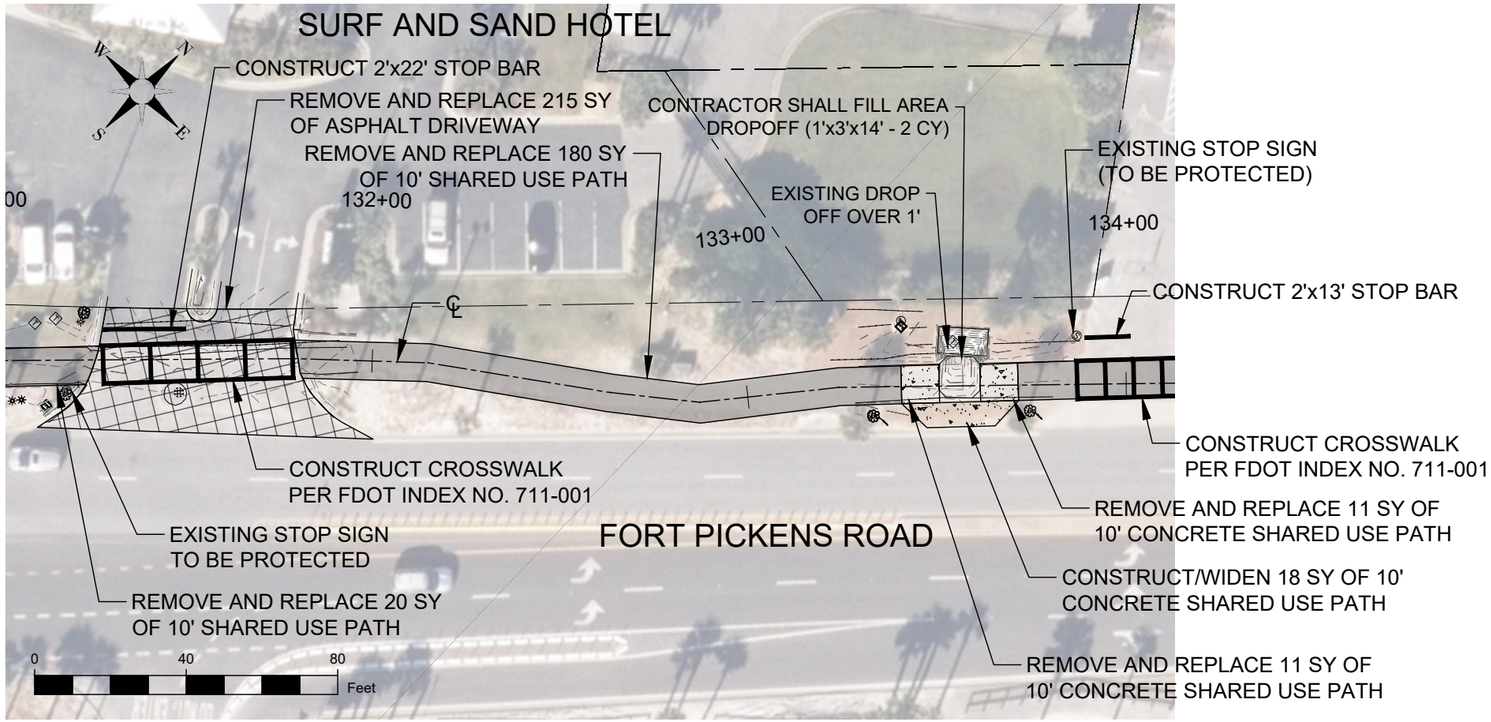
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

NO.	REVISION	DATE

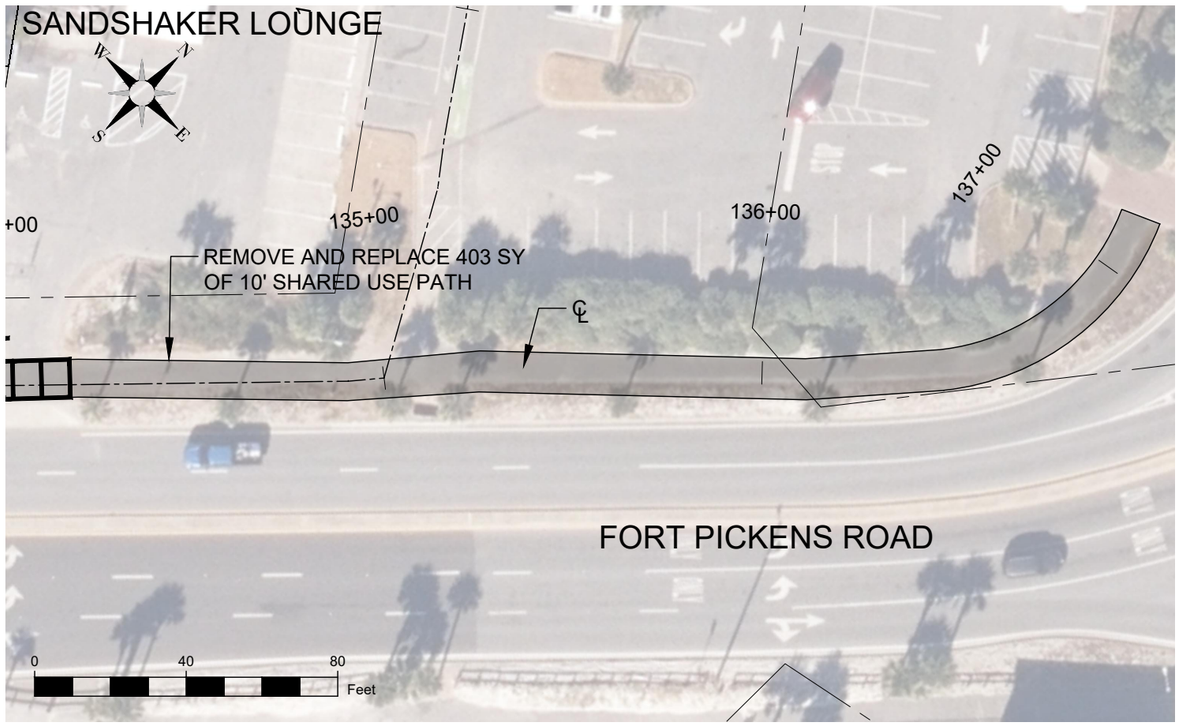
Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	14

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LEGEND

- SHARED USE PATH REMOVAL AND REPLACEMENT
- DRIVEWAY REMOVAL AND REPLACEMENT
- PROPOSED CONCRETE



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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

NO.	REVISION	DATE

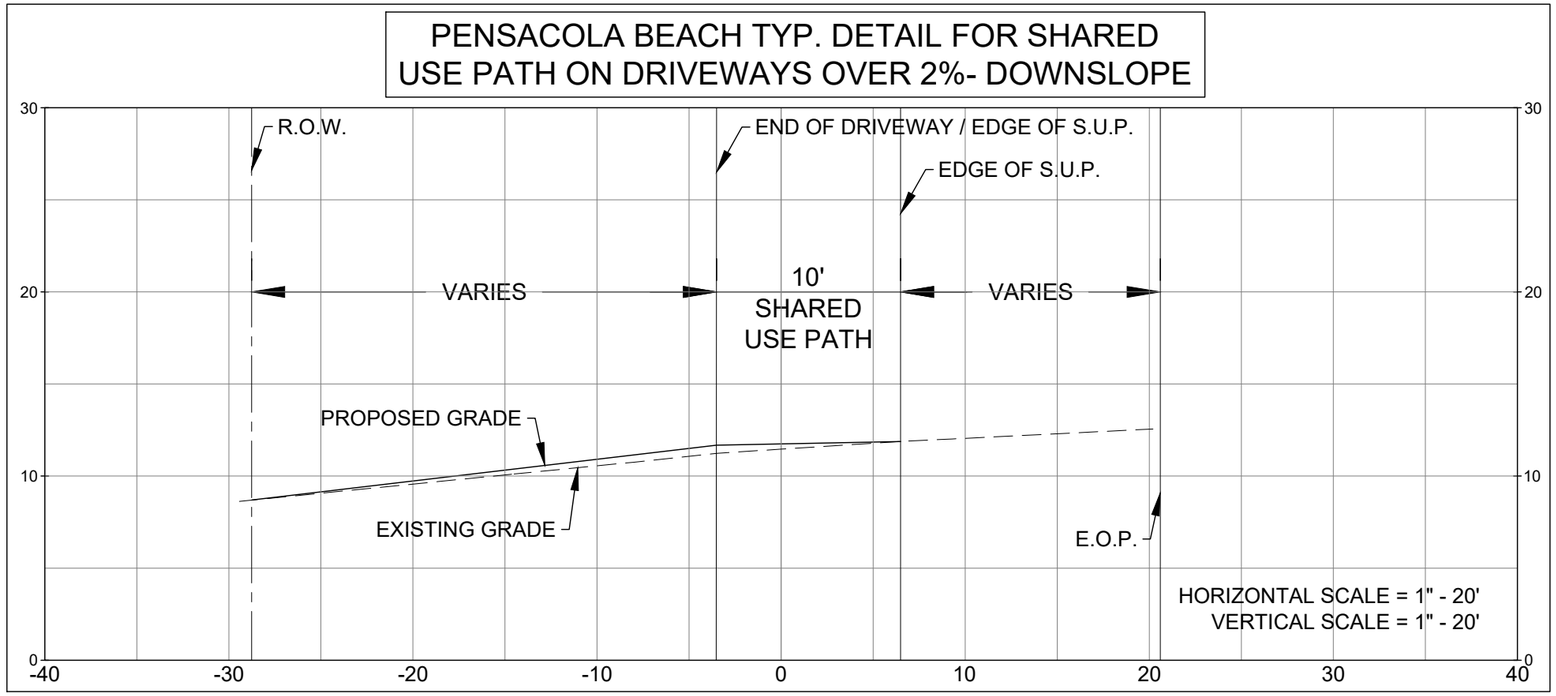
JASON L. LASHLEY
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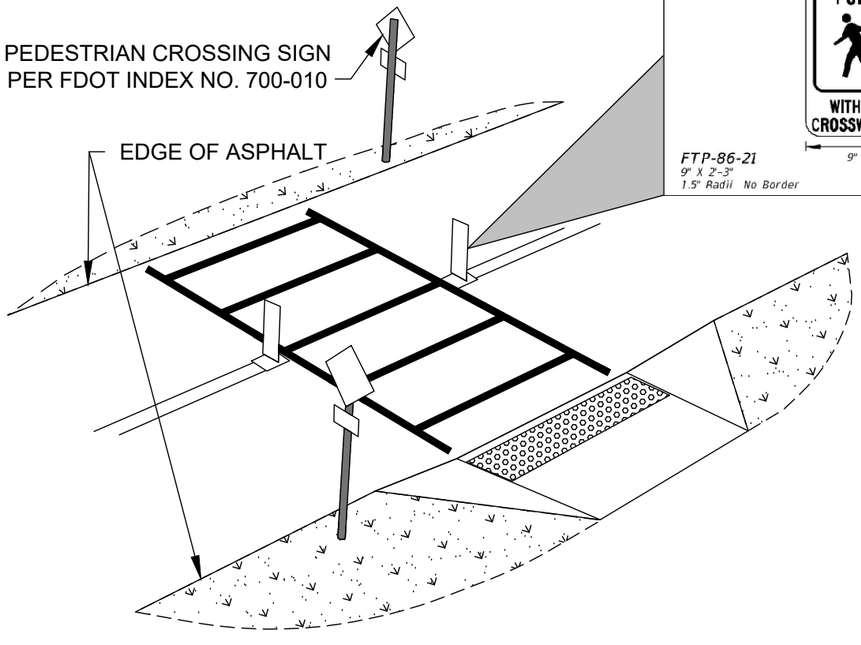
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Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	15

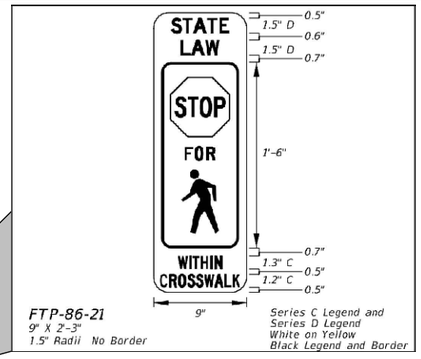
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PENSACOLA BEACH TYP. DETAIL FOR SHARED USE PATH ON DRIVEWAYS OVER 2%- DOWNSLOPE

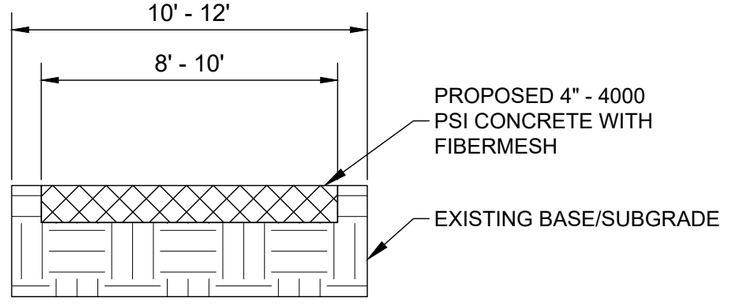


NOTES:
FOR ADDTIONAL INFORMATION ON CROSSWALK SEE FDOT PAVEMENT MARKINGS INDEX NO. 711-001





HIGH VISIBILITY CROSSWALK DETAIL
N.T.S.



CONCRETE REPLACEMENT SHARED USE PATH SECTION DETAIL

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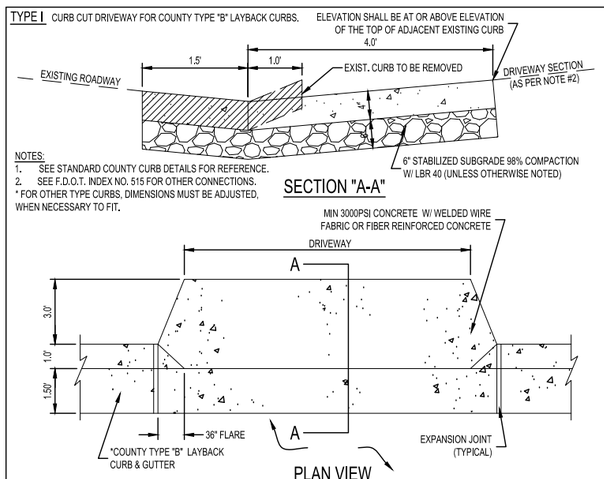
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	16

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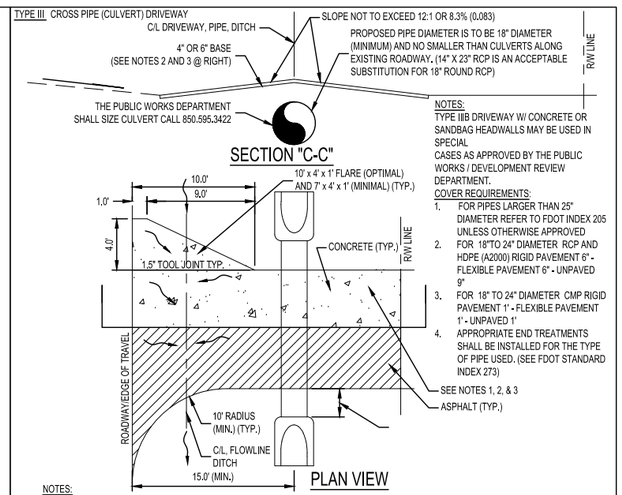
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - 1/2" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE I DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



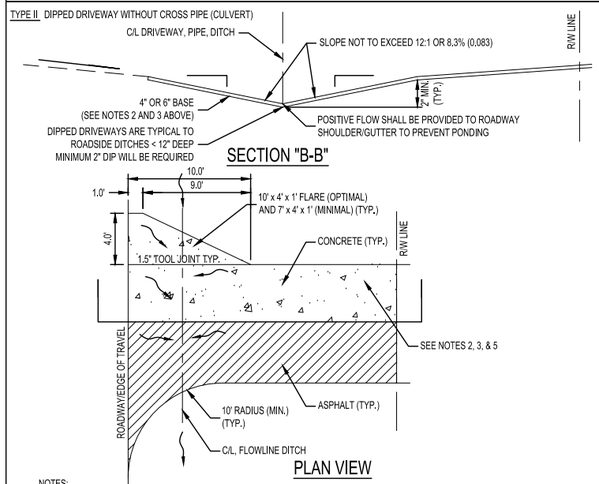
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - 1/2" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
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5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
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8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE III DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



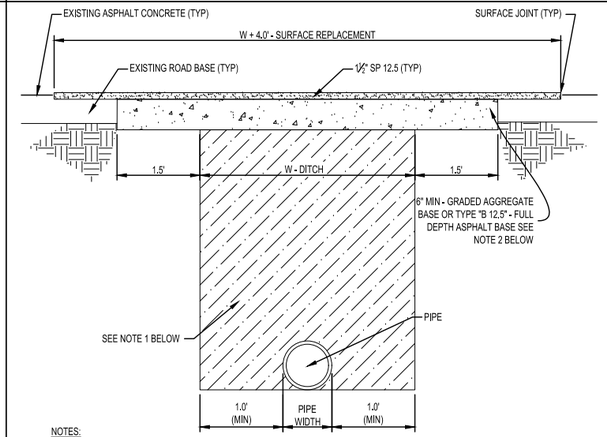
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - 1/2" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE II DRIVEWAY CONNECTION STANDARDS

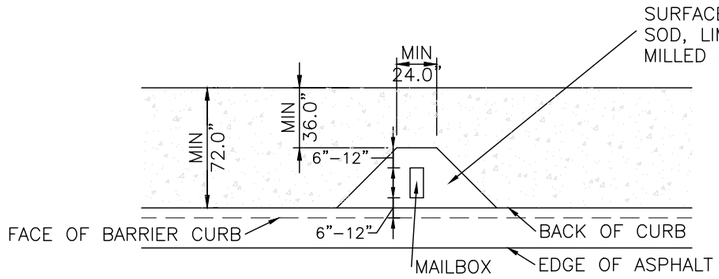
NOT TO SCALE



NOTES:
1. ROAD PATCH WORK BACKFILL (SUBBASE) MATERIAL SHALL BE PLACED IN NOT MORE THAN 8" LIFTS, EACH LAYER TO BE TAMPED TO A MINIMUM OF 40 LBR AND A MINIMUM OF 98% OF MODIFIED PROCTOR.
2. GRADED AGGREGATE BASE SHALL BE A MINIMUM OF 100LBR AND COMPACTED TO A MINIMUM OF 98% MODIFIED PROCTOR. CONCRETE SHALL BE A MIN. 3000 PSI, WHEN USED FOR BASE OR ROAD SURFACE.
3. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.
4. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF PAVEMENT WIDTH TO BE PATCHED SAME AS LATERAL PATCH. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER TO BE PATCHED WITH SAME BASE MATERIAL AND ENTIRE ROAD WIDTH RESURFACED.
5. TOP WIDTH OF DITCH (W-DITCH) IS TO BE DETERMINED BY OSHA LAYBACK SLOPE REQUIREMENTS FOR DEPTH OF CUT.

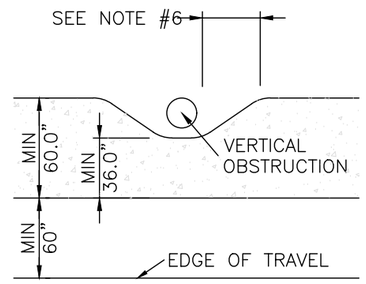
PAVED ROAD (LARGE PATCH) DETAIL

(FOR PATCHES 24" WIDE OR GREATER)
(ALL NOTES APPLY, SEE ABOVE)
NOT TO SCALE



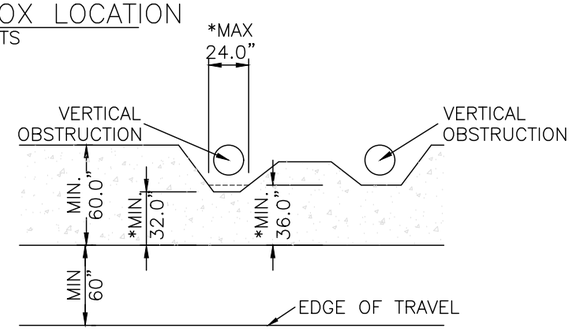
6.0' SIDEWALK DETAIL WITH MAILBOX LOCATION

NTS



MINIMUM CLEAR WIDTH FOR 5.0' SIDEWALK DETAIL WITH VERTICAL OBSTRUCTION

NTS



*SIDEWALK WIDTH MAY BE REDUCED BELOW 36" FOR MAXIMUM SPAN OF 24"

5.0' SIDEWALK EXCEPTION DETAIL WITH VERTICAL OBSTRUCTION

NTS

NOTE:
1) CONTRACTOR SHALL COMPLY WITH ALL ADA, FDOT, AND ESCAMBIA COUNTY SPECIFICATIONS.

2) THE PEDESTRIAN CLEAR WIDTH OF WALKING SURFACES SHALL BE 60MINIMUM. IN AREAS WHERE THE SIDEWALK CAN NOT BE CONSTRUCTED AT 60" WIDE, THE DESIGN ENGINEER SHALL NOTIFY THE COUNTY ENGINEER, OR DESIGNEE, IMMEDIATELY WITH AN ALTERNATE DESIGN OR RESOLUTION. ANY DEVIATION FROM THE STANDARD DESIGN SHALL BE DOCUMENTED AND PROVIDED TO THE APPROPRIATE COUNTY P.M. FOR RECORDING.

3) IF THE VERTICAL OBSTRUCTION DOES NOT ALLOW FOR THE MINIMUM PEDESTRIAN CLEAR WIDTH, THE OBSTRUCTION REQUIRES RELOCATION BY THE APPROPRIATE PROVIDER.

4) MAILBOXES ON CURBED HIGHWAYS, ROADS AND STREETS SHALL BE SET WITH THE FACE OF THE BOX BETWEEN 6" AND 12" BACK OF THE FACE OF CURB AS PER FDOT INDEX 532

5) SIDEWALKS THAT ARE CONSTRUCTED ADJACENT TO TYPE F CURBS, SHALL BE A MIN. 6' WIDE. SIDEWALKS CONSTRUCTED IN AREAS WHERE NO CURBING IS INSTALLED SHALL HAVE A MINIMUM 5' SETBACK FROM TRAVEL LANE AND BE AT LEAST 5' WIDE.

6) IN AREAS WHERE SUFFICIENT RIGHT OF WAY IS AVAILABLE, THE TRANSITION BETWEEN SIDEWALK WIDTHS SHALL BE A MINIMUM OF 10' FEET IN LENGTH.

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
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LICENSE NO.

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3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

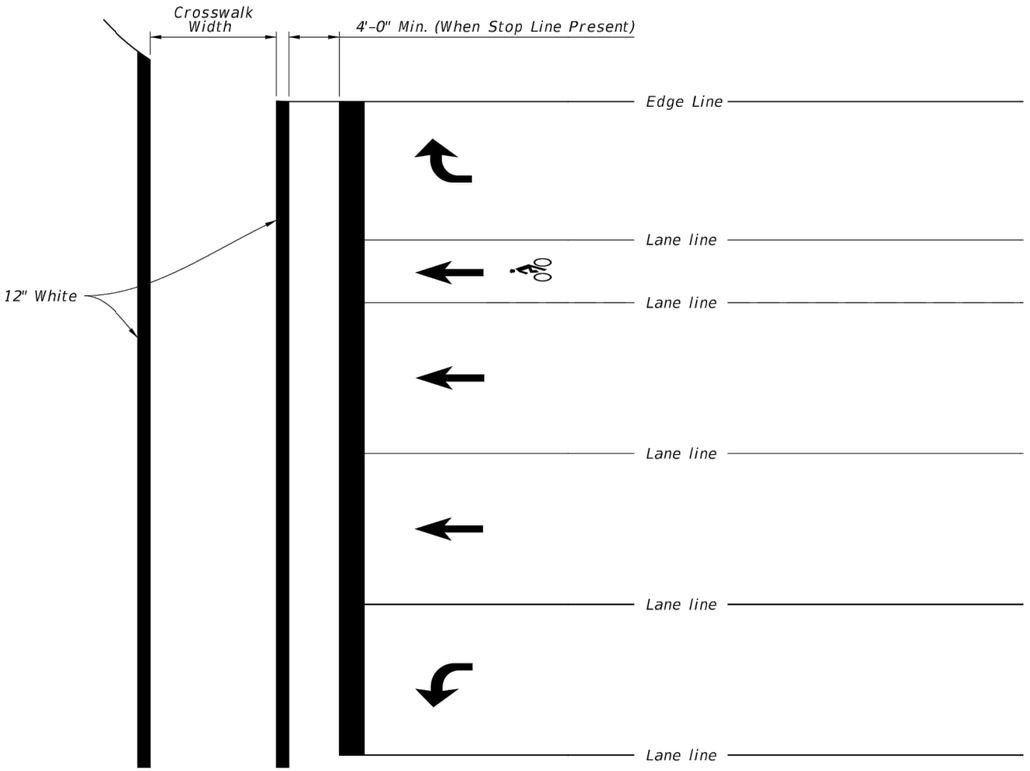
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

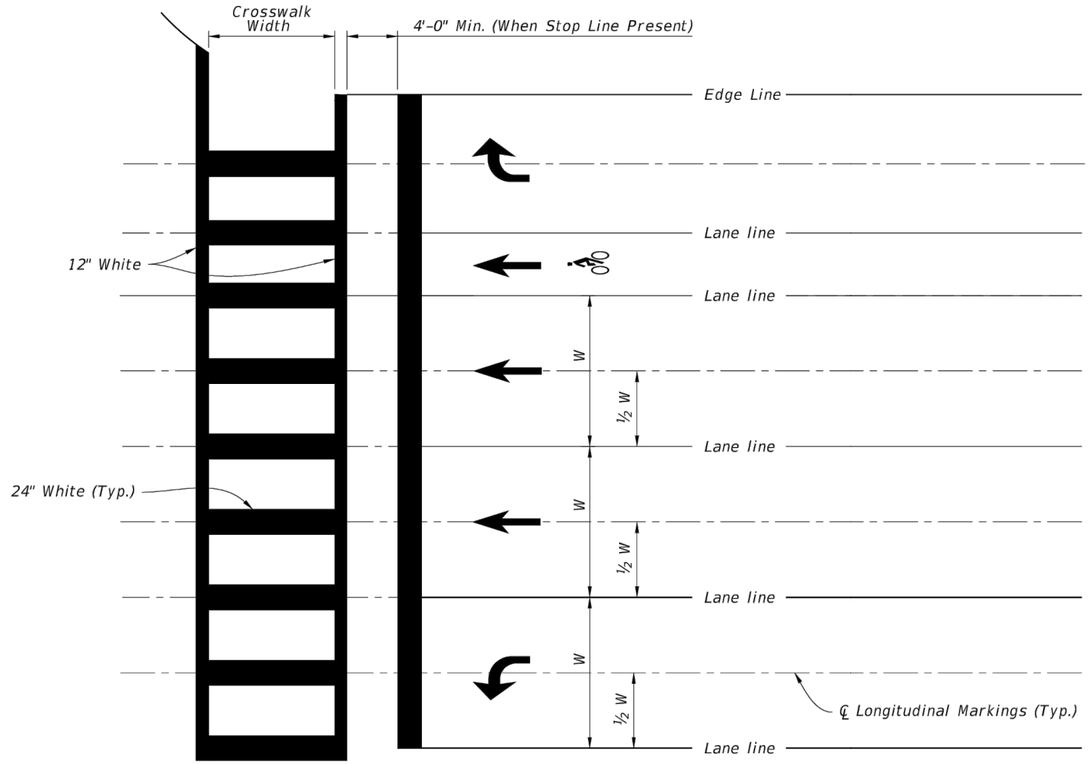
NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 17

Z:\Projects Directory\2300758 - Shared Use Path -Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\FORT PICKENS RD. - SHEETS 17-19 DETAILS.dwg, Dec 04, 2025 - 3:00:29PM, Marianna.Martinez



STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

JASON L. LASHLEY
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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX	SHEET
11/01/21					711-001	9 of 13

3298 SUMMIT BOULEVARD, SUITE 32
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ESCAMBIA COUNTY, FLORIDA
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 18

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GENERAL NOTES:

1. Cross Slopes and Grades:

   A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.

   B. Landings must have cross-slopes less than or equal to 0.02 in any direction.

   C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.

   D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

   A. Refer to Index 522-001 for concrete thickness and sidewalk details.

   B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.

   C. Width of Curb Ramp is 4'-0" minimum. Match sidewalk or Shared Use Path width as shown in the Plans.

3. Curb Ramp Alpha-Identification:

   A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.

   B. Alpha-identifications CR-I and CR-J are intentionally omitted.

4. Detectable Warnings:

   A. Install detectable warnings in accordance with Specification 527.

   B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.

   C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.

   D. Where multiple ramps exist, a minimum 48" full-height curb separation is required between curb ramps.

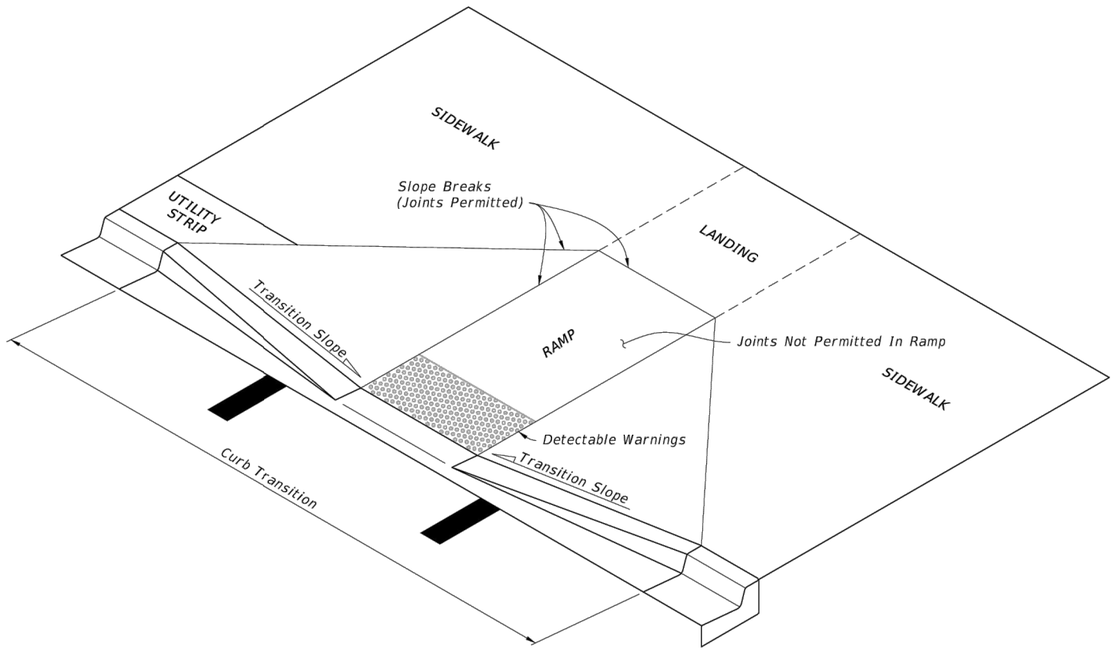
5. Crosswalks

   A. Where crosswalk markings are used, ramps must fall within the crosswalk limits. A clear space of 48" minimum is required at the bottom of the ramp within a marked crosswalk. If crosswalk markings are not present, a clear space of 48" minimum is required at the bottom of the ramp outside of active travel lanes.

   B. Crosswalk widths and configurations vary; must conform to Index 711-001.

JASON L. LASHLEY
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CURB RAMP NOMENCLATURE

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2026-27 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/25						522-002	1 of 7

10/15/2025 8:16:23 AM

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ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS
DETAILS SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 19

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH GATEWAY SHARED USE PATH - SAFETY AND ADA IMPROVEMENTS



VICINITY MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SWPPP SHEET
16-18	PLAN SHEETS
19-22	DETAILS SHEET

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THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER (CHAIRMAN)
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER (VICE CHAIRMAN)
DISTRICT FIVE	STEVEN BARRY

FINAL PLANS
DECEMBER, 2025

WAGGONER
3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053

PROJECT MANAGER: Mr. Don Christain	
SECTION / TOWNSHIP / RANGE: S-36/T-1S/R-30	DISTRICT: 3
PROJECT ENGINEER: Jason L. Lashley, P.E.	REG FLA ENG NO: 57353
SIGNATURE:	DATE:

Z:\Projects Directory\2300758 - Shared Use Path - Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\COVER SHEETS\PENSACOLA BEACH GATEWAY SIDEWALK- COVER .DWG, Dec 03, 2025 - 9:24:47AM, Marianna.Martinez

GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY OR ITS DESIGNEE WILL ASSIST CONTRACTOR WITH REQUIRED PERMITS.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
10. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
12. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
13. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.
14. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
15. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
16. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
17. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.
18. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    MR. JOE BARRETT, PLS
    ESCAMBIA COUNTY SURVEYOR
    3363 WEST PARK PLACE
    PENSACOLA, FLORIDA 32505 PH (850) 595-3427

    SIGMA CONSULTING GROUP, INC
    3298 SUMMIT BOULEVARD, SUITE 32
    PENSACOLA, FLORIDA 32503 PH (850) 332-7912

19. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
20. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.
21. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
22. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
23. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.
24. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
25. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT SPECIFICATIONS AND STANDARD PLANS.
26. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.
27. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION
28. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEM STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

    SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
    MR. JACOB KEARLEY
    P.O. BOX 15311
    PENSACOLA, FL. 32514 PH: (850) 969-5823
    JACOB.KEARLEY@ECUA.FL.GOV

    TELEPHONE - AT&T FLORIDA
    MR. TOM MANNING
    6689 E MAGNOLIA STREET
    MILTON, FL. 32570 PH:(850) 463-5176
    TM2709@ATT.COM

3. AT&T FLORIDA WILL COMPLETE ALL WORK DURING THE HOURS OF 7:30 AM - 4:30 PM, MONDAY THRU FRIDAY. NO NIGHT OR WEEKEND WORK.
4. ALL CABLE DAMAGE MUST BE REPORTED TO THE ATT FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 877-737-2478 IF USING A CELL PHONE.
5. ALL VEHICLE LOOP INSTALLATION SHALL BE DONE AS PER FDOT INDEX 660-001.
6. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
7. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

JASON L. LASHLEY
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BARRIER ISLAND SAND NOTES:

1. PROTECTION REQUIRED. THE COUNTY RECOGNIZES THAT THE WHITE SANDS OF PERDIDO KEY AND PENSACOLA BEACH PROMOTE TOURISM AND ENHANCE THE QUALITY OF LIFE OF THE RESIDENTS OF THE COUNTY, AND THAT THE PERMANENT DISCOLORATION, DARKENING OR STAINING OF THE SANDS WOULD HARM THE PUBLIC WELFARE. TO MAINTAIN, PRESERVE AND PROTECT THE NATURAL FUNCTION AND COLOR OF THESE FINE TO MEDIUM GRAINED WHITE SANDS, THE IMPORTATION, USE, AND RELOCATION OF RED CLAY AND OTHER MATERIALS THAT TEND TO DISCOLOR, DARKEN OR STAIN THE NATURAL WHITE SANDS OF PERDIDO KEY AND SANTA ROSA ISLAND IS PROHIBITED. ADDITIONALLY, TRANSPORTATION OF PROHIBITED MATERIALS WHEN EXPOSED TO WIND OR WATER SHALL BE PREVENTED ON THE ISLANDS BY CONTAINMENT AND REMOVAL. APPROVED AND PROHIBITED MATERIAL SPECIFICATIONS ARE PROVIDED IN CHAPTER 2, BARRIER ISLAND SAND SECTION OF THE DESIGN STANDARDS MANUAL (DSM).
2. APPLICABILITY. THERE SHALL BE NO DISTINCTION MADE REGARDING THE APPLICABILITY OF THE PROVISIONS OF THIS SECTION BETWEEN PERDIDO KEY AND SANTA ROSA ISLAND SOIL MATERIAL. HOWEVER, THE COUNTY MAY, UPON SPECIFIC CONSIDERATION, DIFFERENTIATE BETWEEN THE ALLOWABLE SOIL MATERIAL OF THE GULF-FRONT BEACH, GULF-FRONT (PRIMARY) DUNES, SOUND SIDE BEACH, INTERIOR (SECONDARY) DUNES AND FORESTED ECOSYSTEMS.
3. PERMIT REQUIRED. ALL PROJECTS INVOLVING THE PLACEMENT OF SAND OR OTHER CONSTRUCTION OR LANDSCAPING MATERIALS ON SANTA ROSA ISLAND OR PERDIDO KEY SHALL REQUIRE COUNTY APPROVAL OF A REPRESENTATIVE SAMPLE OF THE MATERIALS ACCORDING TO THE COMPLIANCE REVIEW PROCESSES OF CHAPTER 2 PRIOR TO TRANSPORT ON THE BARRIER ISLANDS.
4. PROHIBITED IMPORTATION, TRANSFER AND USE. THE FOLLOWING PROHIBITIONS ON THE IMPORTATION, TRANSFER AND USE OF SOME MATERIALS ON BARRIER ISLANDS RE BASED ON APPROVED AND PROHIBITED MATERIALS AS PRESCRIBED IN THIS SECTION:

    NO PERSON MAY IMPORT OR CAUSE TO BE IMPORTED ONTO SANTA ROSA ISLAND OR PERDIDO KEY ANY CONSTRUCTION OR LANDSCAPING MATERIAL WHICH IS NOT AN APPROVED MATERIAL.

    NO PERSON MAY USE, OR TRANSFER FOR USE, ANY PROHIBITED MATERIAL IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

    NO PERSON MAY TRANSFER FROM PARCEL TO PARCEL ANY CONSTRUCTION MATERIAL WHICH IS NOT AN APPROVED MATERIAL WHERE SUCH MATERIAL IS TO BE USED IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

5. REMOVAL OF PROHIBITED MATERIALS.

    GENERAL. ANY TIME RECONSTRUCTION, REDEVELOPMENT, IMPROVEMENT OR USE OF A SITE ON SANTA ROSA ISLAND OR PERDIDO KEY UNCOVERS OR EXPOSES "PROHIBITED MATERIALS" AS DEFINED IN DSM CHAPTER 2, BARRIER ISLAND SAND SECTION THOSE MATERIALS MUST BE IMMEDIATELY REMOVED FROM THE SITE AND RELOCATED OFF THE BARRIER ISLAND.

    UTILITIES. ANY TIME A UTILITY COMPANY, AUTHORITY, OR FRANCHISEE, WHICH HAS ACQUIRED USE OF THE COUNTY'S RIGHTS-OF-WAY, EASEMENTS OR OTHER INTEREST BY PERMISSION, AGREEMENT OR LAW TO PROVIDE SERVICES TO CONSUMERS, SHALL UNCOVER OR EXPOSE ANY PROHIBITED MATERIAL DURING THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF ITS SYSTEM ON SANTA ROSA ISLAND OR PERDIDO KEY, IT SHALL REMOVE FROM THE BARRIER ISLAND THE PROHIBITED MATERIAL DISTURBED BY THE WORK AND REPLACE IT WITH APPROVED MATERIALS. THE PROHIBITED MATERIALS SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID THEIR RELEASE BY WIND, WATER, OR OTHER MEANS ONTO ADJACENT LANDS OR WATERS.

    BCC APPROVED EXEMPTION. THE BCC MAY EXEMPT THE APPLICATION OF THESE REMOVAL PROVISIONS FOR PARTICULAR PROJECTS OR PARTS OF PROJECTS UPON DETERMINATION BY A FOUR-FIFTHS VOTE OF THE BOARD THAT AN EMERGENCY EXISTS AND THAT AN IMMEDIATE EXEMPTION IS REQUIRED TO PROTECT THE PUBLIC HEALTH, SAFETY OR WELFARE.

    REMOVAL TIME. THE REQUIREMENT FOR IMMEDIATE REMOVAL OF PROHIBITED MATERIALS MAY BE RELAXED IF THE MATERIALS ARE CONFIRMED TO BE CONTAINED IN SUCH A WAY AS TO PRECLUDE THEIR TRANSFER BY WIND, WATER OR OTHER MEANS WITHIN THE PARCEL OR ONTO ADJACENT PARCELS OR WATERS, AND IF THE DELAY IS OTHERWISE CONSISTENT WITH THE PURPOSE AND INTENT OF THIS SECTION. HOWEVER, PROHIBITED MATERIALS MAY REMAIN ON THE SITE WHERE EXPOSED OR ON THE BARRIER ISLAND FOR NO MORE THAN 48 HOURS. THE COUNTY SHALL PROMULGATE APPROVED METHODS OF CONTAINING AND TRANSPORTING PROHIBITED MATERIALS REQUIRED TO BE REMOVED.

6. APPROVED MATERIAL. APPROVED MATERIALS ARE THOSE CONSTRUCTIONS AND LANDSCAPING MATERIALS WHOSE MINERALOGICAL COMPOSITION IS WHITE FINE TO MEDIUM GRAINED QUARTZ SAND. HOWEVER, OYSTER SHELL, LIMESTONE OR WHITE DOLOMITE MAY BE USED FOR ROADBED OR FOUNDATION CONSTRUCTION IF REASONABLY THE SAME COLOR AS APPROVED SAND AFTER EXPOSURE TO THE SUN AND NOT CONTAINING CLAY OR OTHER DISCOLORING, STAINING OR DARKENING MATERIAL. FOR THE PURPOSES OF THIS SECTION, WHITE FINE TO MEDIUM GRAINED QUARTZ SAND SHALL HAVE THE FOLLOWING CHARACTERISTICS:

    COLOR. A MUNSELL COLOR CHART VALUE OF 9.25 OR WHITER AND A CHROMA OF 0.5 OR LESS ON THE 2.5, 5, 7.5 OR 10YR SCALE WHEN CHECKED IN AN AIR-DRY CONDITION.

    GRAIN SIZE. A GRAIN SIZE OF 75 PERCENT OF THE SAMPLE BY WEIGHT BETWEEN 0.43 MILLIMETERS (MM) AND 0.08 MM, WITH THE REMAINING 25 PERCENT BEING COARSER THAN 0.43 MM BUT NOT LARGER THAN 1.0 MM AS DESCRIBEDUNDER THE UNIFIED SOIL CLASSIFICATION SYSTEM. THIS CORRESPONDS TO THE NUMBER 40-200 SIEVE SIZES FOR GRADATION CURVE ANALYSIS.

7. PROHIBITED MATERIAL. PROHIBITED MATERIALS ARE ANY DARKENING, DISCOLORING OR STAINING MATERIALS HAVING THE ABILITY TO PERMANENTLY (GREATER THAN SIX MONTHS) CHANGE THE COLOR OR DARKEN THE NATURAL WHITE SANDS OF SANTA ROSA ISLAND OR PERDIDO KEY, OR ANY APPROVED MATERIALS, WHENEVER COMING INTO CONTACT WITH THEM. PROHIBITED MATERIALS INCLUDE ANY WITH THE FOLLOWING CHARACTERISTICS:

    COLOR. A COLOR DARKER THAN THE COLOR REQUIRED FOR APPROVED MATERIALS.

    GRAIN SIZE. A GRAIN SIZE WITH OVER TEN PERCENT BY WEIGHT OF THE SAMPLE OUTSIDE THE RANGE REQUIRED FOR APPROVED MATERIALS.

    COMPOSITION OR CHARACTER. ANY MATERIAL WHICH, IN WHOLE OR IN PART, IS COMPOSED OF OR CONTAINS CLAY OR ANY OTHER SUBSTANCE THAT WOULD DARKEN, STAIN OR DISCOLOR THE NATURAL BARRIER ISLAND SANDS OR APPROVED MATERIAL

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BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

GENERAL NOTES SHEET

NO.	REVISION	DATE

Project Number:	2300758
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Drawn By:	F.E.A./M.G.M
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THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN CONTAINS REFERENCES TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE DESIGN STANDARDS, OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS, THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCES IN THIS NARRATIVE, THE CONTRACTOR'S APPROVED EROSION CONTROL PLAN AS SPECIFIED BY FDEP, EPA, APPLIABLE LDC, AND REPORTS OF INSPECTIONS MADE DURING CONSTRUCTION.

1.0 SITE DESCRIPTION

1.A NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF THE ADDITION OF SIDEWALK AND DRIVEWAYS ON PENSACOLA BEACH BOULEVARD AND FORT PICKENS ROAD

1.B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCE OF CONSTRUCTION FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF MAJOR ACTIVITIES DESCRIBED BELOW, UNLESS THE CONTRACTOR PROPOSES A DIFFERENT SEQUENCE THAT IS EQUAL OR BETTER AT CONTROLLING EROSION AND TRAPPING SEDIMENT AND IS APPROVED BY THE ENGINEER.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

1. CLEARING AND GRUBBING, EARTHWORK FOR SIDEWALK AND DRIVEWAY CONSTRUCTION

1.C. AREA ESTIMATES:
TOTAL SITE AREA: 9.27 ACRES
TOTAL AREA TO BE DISTURBED: 9.27 *ACRES*

1.D. RUNOFF DATA:

RUNOFF COEFFICIENTS:
BEFORE: *0.4*
DURING: 0.4
AFTER: *0.4*
SOILS DATA: *SILT/ LOAM*

OUTFALL INFORMATION:
FORT PICKENS RD. AND PENSACOLA BEACH BLVD ARE DISCHARGED INTO THE GULF OF MEXICO.

1.E. SITE MAP:

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS. THE LOCATION OF THE REQUIRED INFORMATION IS DESCRIBED BELOW. THE SHEET NUMBERS FOR THE PLAN SHEETS REFERENCED ARE IDENTIFIED ON THE KEY SHEET OF THESE CONSTRUCTION PLANS.

- APPROXIMATE SLOPES: THE SLOPES OF THE SITE CAN BE SEEN IN PLAN SHEETS
- AREAS OF SOIL DISTURBANCE: THE AREAS TO BE DISTURBED ARE INDICATED ON THE PLAN SHEETS. ANY AREAS WHERE PERMANENT FEATURES ARE SHOWN TO BE CONSTRUCTED ABOVE OR BELOW GROUND WILL BE DISTURBED.
- AREAS NOT TO BE DISTURBED : SODDED / MAINTAINED AREAS BEYOND WEST ROW, EAST ROW.
- LOCATIONS OF TEMPORARY CONTROLS: TO BE SHOWN ON THE CONTRACTORS APPROVED EROSION CONTROL PLAN. SEDIMENTATION BASIN AND FLOATING/ STAKED TURBIDITY BARRIER ARE SUGGESTED.
- LOCATIONS OF PERMANENT CONTROLS: SOD ALL DISTURBED NON-PAVED AREAS (EXCLUDING DITCH BOTTOM)
- AREAS TO BE STABILIZED: ROADSIDE SWALES/ DITCHES.

1.F RECEIVING WATERS:
SEE ITEM 1.D. FOR THE OUTFALL LOCATIONS AND RECEIVING WATER NAMES.

2.0 CONTROLS

2.A. EROSION AND SEDIMENT CONTROLS:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STABILIZATION AND STRUCTURAL PRACTICES. THE FOLLOWING RECOMMENDED GUIDELINES ARE BASED ON THE GRADING PLAN OUTLINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR MAY CHOOSE TO ACCEPT THE FOLLOWING GUIDELINES OR MODIFY THEM IN THE SEDIMENT AND EROSION CONTROL PLAN, SUBJECT TO APPROVAL BY THE ENGINEER. AS WORK PROGRESSES, THE CONTRACTOR SHALL MODIFY THE PLAN TO ADAPT TO SEASONAL VARIATION, CHANGES IN CONSTRUCTION ACTIVITIES, AND THE NEED FOR BETTER PRACTICES.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

2.A.1 STABILIZATION PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE STABILIZATION PRACTICES PROPOSED TO CONTROL EROSION. THE CONTRACTOR SHALL INITIATE ALL STABILIZATION MEASURES AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. THE STABILIZATION PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE PARAGRAPH ABOVE REFERS TO A 7 DAY LIMIT BEFORE INITIATING STABILIZATION. THE DEP GENERIC PERMIT SPECIFIES 7 DAYS, BUT STRICTER REQUIREMENTS FROM OTHER PERMITTING AGENCIES WILL OFTEN APPLY AND SHOULD BE NOTED.

TEMPORARY:
* ARTIFICIAL COVERINGS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* TURF AND SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

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PERMANENT:
* SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

2.A.2 STRUCTURAL PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

TEMPORARY:
* SEDIMENT BARRIERS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* INLET PROTECTION IN ACCORDANCE WITHFSESCI MANUAL (TIER I & II) AND SPECIAL DETAILS SHOWN IN THE TTC PLAN.
* SEDIMENT CONTAINMENT SYSTEM: SILT FENCE AND HAY BALES WILL BE UTILIZED AS THE TEMPORARY SEDIMENT CONTAINMENT SYSTEM.

PERMANENT:
* SOD

2.B STORMWATER MANAGEMENT:

EXISTING ROADSIDE DITCHES COLLECT STORMWATER AND DIRECT IT TO SURROUNDING WETLAND AREAS.

2.C OTHER CONTROLS:

2.C.1 WASTE DISPOSAL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS TO PREVENT THE DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO WATERS OF THE UNITED STATES. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

- PROVIDING LITTLER CONTROL AND COLLECTION WITHIN THE PROJECT DURING CONSTRUCTION ACTIVITIES.
- DISPOSING OF ALL FERTILIZER OR OTHER CHEMICAL CONTAINERS ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER.

2.C.2 OFF-SITE VEHICLE TRACKING & DUST CONTROL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- COVERING LOADED HAUL TRUCKS WITH TARPAULINS.
- REMOVE EXCESS DIRT FROM ROADS DAILY.
- STABILIZING CONSTRUCTION ENTRANCES ACCORDING TO FDOT DESIGN STANDARDS.
- USING ROADWAY SWEEPERS DURING DUST GENERATING ACTIVITIES SUCH AS EXCAVATION AND HANDLING OPERATIONS.

2.C.3 STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC TANK REGULATIONS:

IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED PROCEDURES TO COMPLY WITH APPLICABLE STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, AND SANITARY SEWER OR SEPTIC SYSTEMS.

2.C.4 FERTILIZERS AND PESTICIDES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROCEDURES FOR APPLYING FERTILIZERS AND PESTICIDES. THE PROPOSED PROCEDURES SHALL COMPLY WITH APPLICABLE SUBSECTION OF SECTION 570 OF THE FDOT SPECIFICATIONS.

2.C.5 TOXIC SUBSTANCES

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A LIST OF TOXIC SUBSTANCES THAT ARE LIKELY TO BE USED ON THE JOB AND PROVIDE A PLAN ADDRESSING THE GENERATION, APPLICATION, MIGRATION, STORAGE, AND DISPOSAL OF THESE SUBSTANCES.

2.D.4 APPROVED STATE AND LOCAL PLANS AND PERMITS:

- *THIS PROJECT MEETS THE REQUIREMENTS FOR A PERMIT EXEMPTION PER THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT.*

3.0 MAINTENANCE:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A PLAN FOR MAINTAINING ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT CONSTRUCTION. THE MAINTENANCE PLAN SHALL AT A MINIMUM COMPLY WITH THE FOLLOWING:

SILT FENCE: MAINTAIN PER FSESCI MANUAL (TIER I & II). THE CONTRACTOR SHOULD ANTICIPATE REPLACING SILT FENCE ON 12 MONTH INTERVALS.
- SEDIMENT BARRIERS: REMOVE SEDIMENT AS PER MANUFACTURER'S RECOMMENDATIONS OR WHEN WATER PONDS IN UNACCEPTABLE AMOUNTS OR AREAS.

4.0 INSPECTIONS:

QUALIFIED PERSONNEL SHALL INSPECT THE FOLLOWING ITEMS AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. TO COMPLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN RAIN GAUGES AND RECORD THE DAILY RAINFALL. WHERE SITES HAVE BEEN PERMANENTLY STABILIZED, INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH. THE CONTRACTOR SHALL ALSO INSPECT THAT CONTROLS INSTALLED IN THE FIELD AGREE WITH THE LATEST STORMWATER POLLUTION PREVENTION PLAN.

LIST OF INSPECTION ITEMS
- POINTS OF DISCHARGE TO MUNICIPAL SEPARATE STORM DRAIN SYSTEMS.
- DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- STRUCTURAL CONTROLS.
- STORMWATER MANAGEMENT SYSTEMS.
- LOCATIONS WHERE VEHICLES ENTER THE SITE.

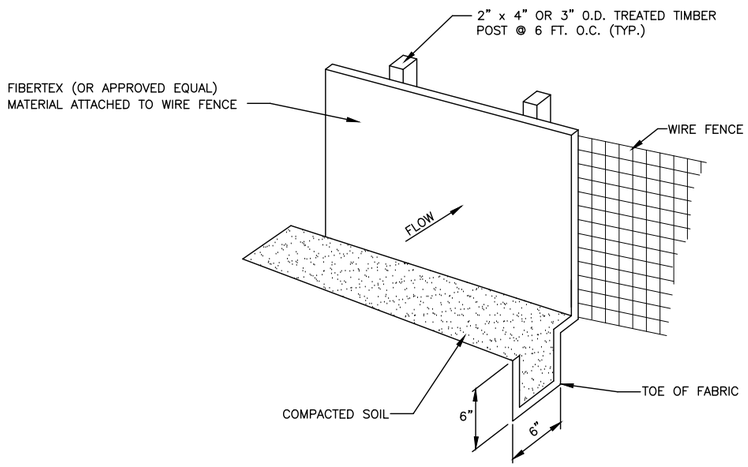
THE CONTRACTOR SHALL INITIATE REPAIRS WITHIN 24 HOURS OF INSPECTIONS THAT INDICATE ITEMS ARE NOT IN GOOD WORKING ORDER. IF INSPECTIONS INDICATE THE INSTALLED STABILIZATION AND STRUCTURAL PRACTICES ARE NOT SUFFICIENT TO MINIMIZE EROSION, RETAIN SEDIMENT, AND PREVENT DISCHARGE OF POLLUTANTS, THAT CONTRACTOR SHALL PROVIDE ADDITIONAL MEASURES, AS APPROVED BY THE ENGINEER.

5.0 NON-STORMWATER DISCHARGES:

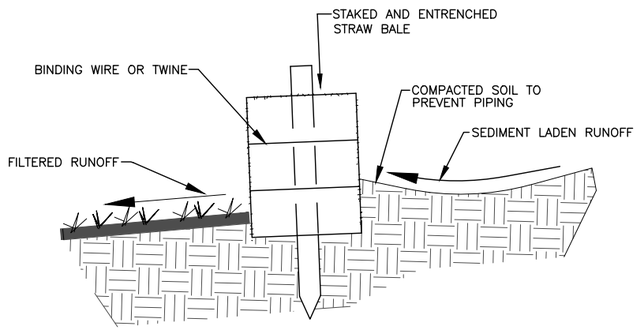
IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES (EXCEPT FLOWS FROM FIRE FIGHTING ACTIVITIES). THE CONTRACTOR SHALL DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION OF THESE NON-STORMWATER DISCHARGES. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOIL OR GROUNDWATER , CONTACT ESCAMBIA COUNTY ENGINEERING.

DEFINITIONS

FLORIDA STORMWATER EROSION & SEDIMENTATION CONTROL INSPECTORS MANUAL - FSESCI MANUAL (TIER I & II).



SILT FENCE DETAIL
NTS



DETAIL OF PROPERLY INSTALLED STRAW BALE
NTS

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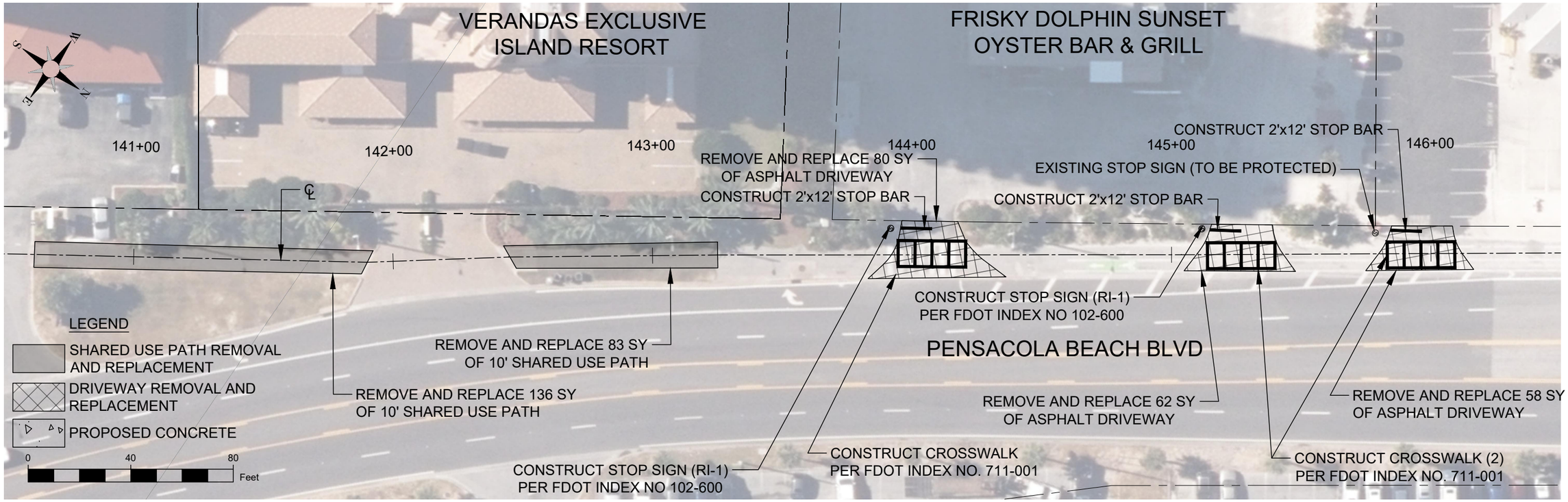
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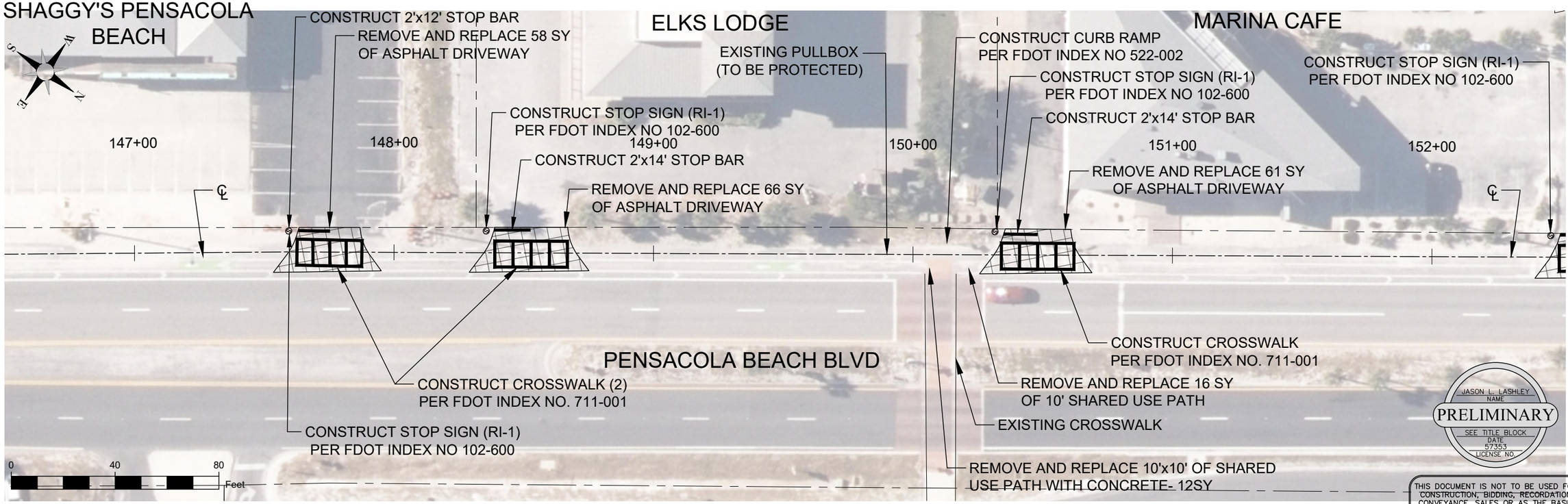
STORMWATER POLLUTION PREVENTION PLAN

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	3

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PENSACOLA BEACH SHARED USE
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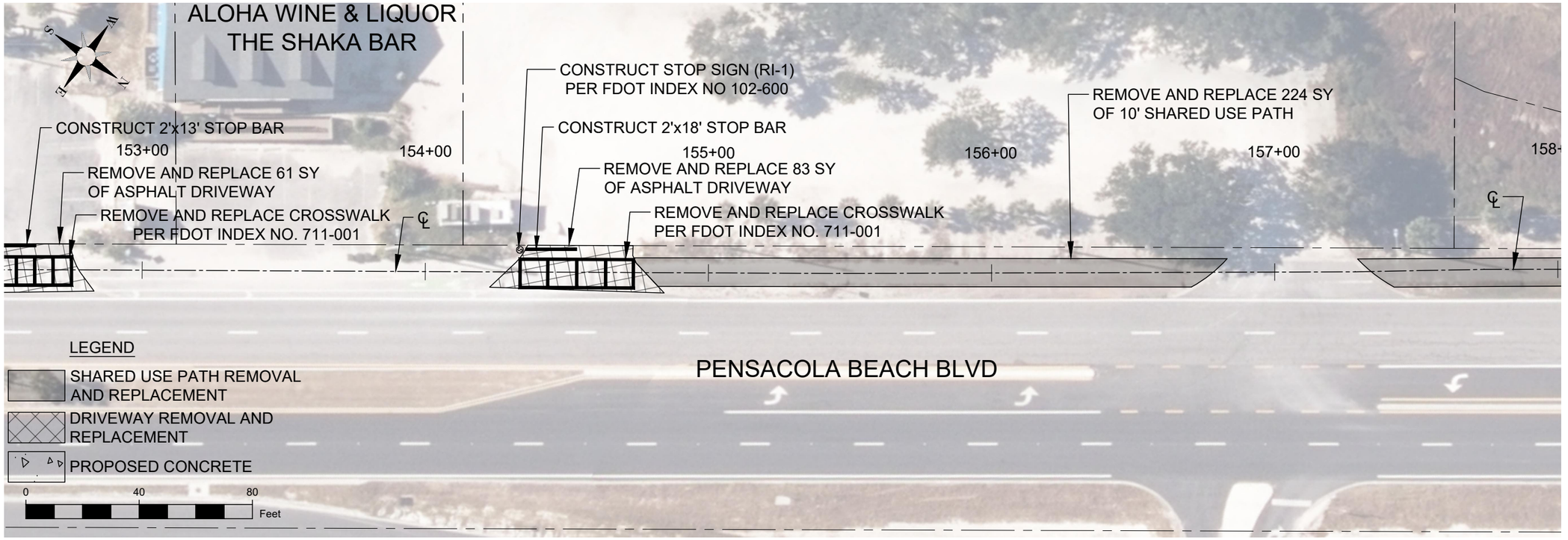
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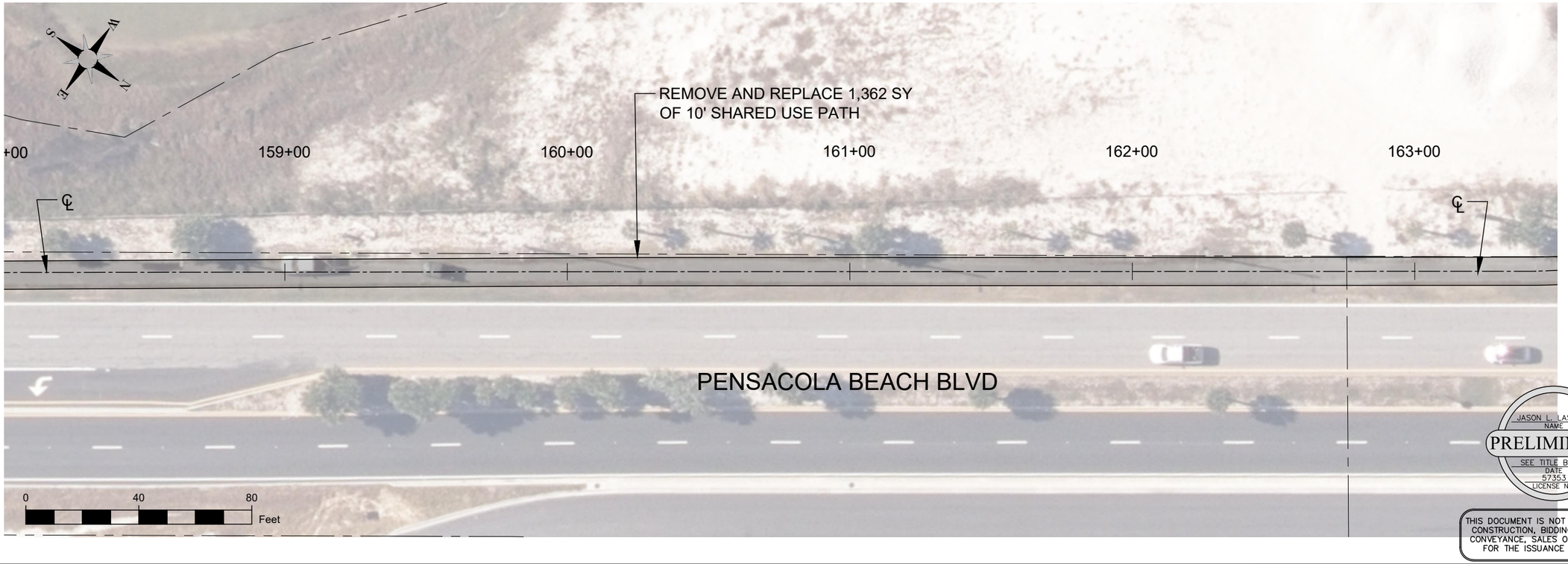
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Designed By: F.E.A.
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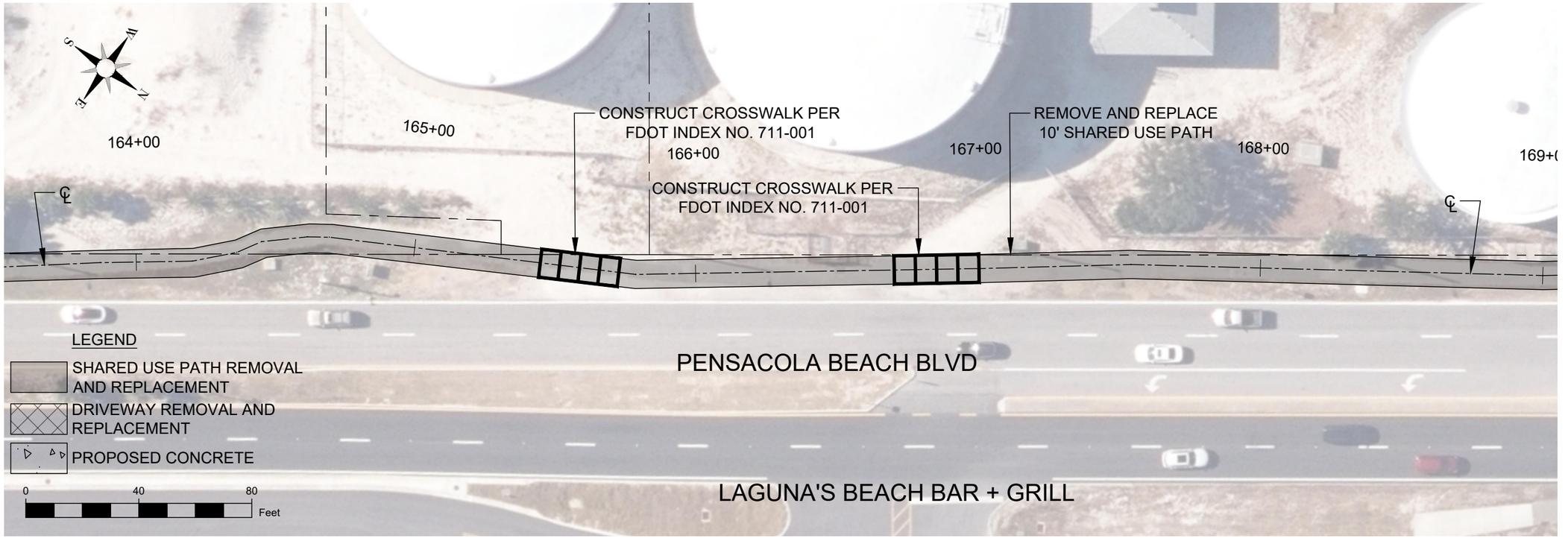
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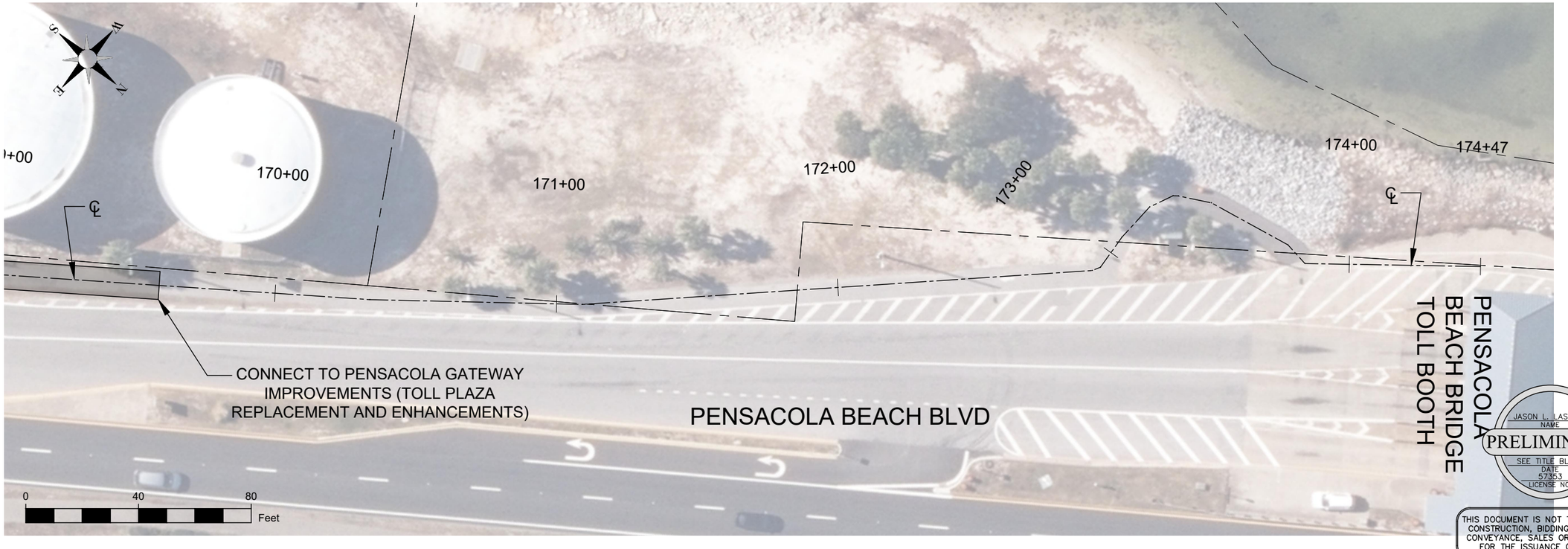
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3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
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WAGGONER

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ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

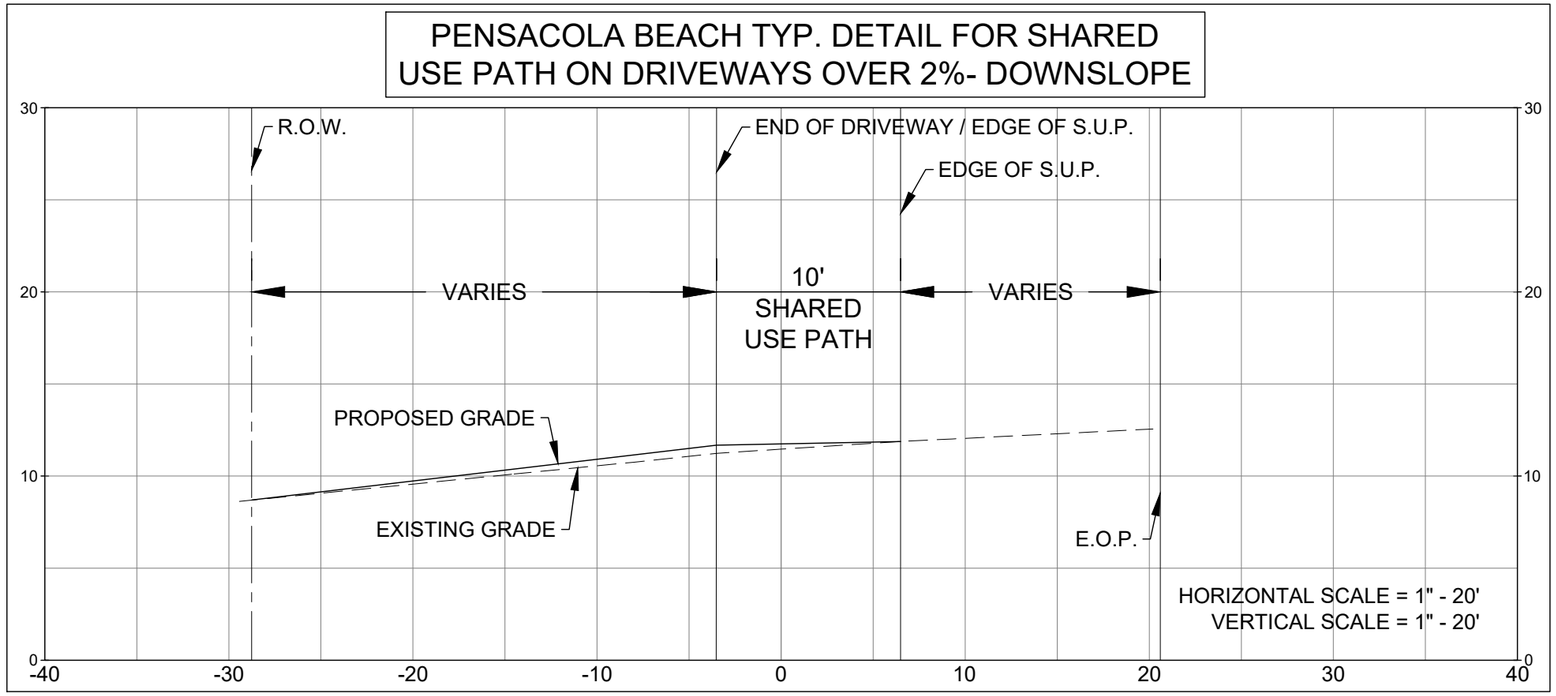
NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	18

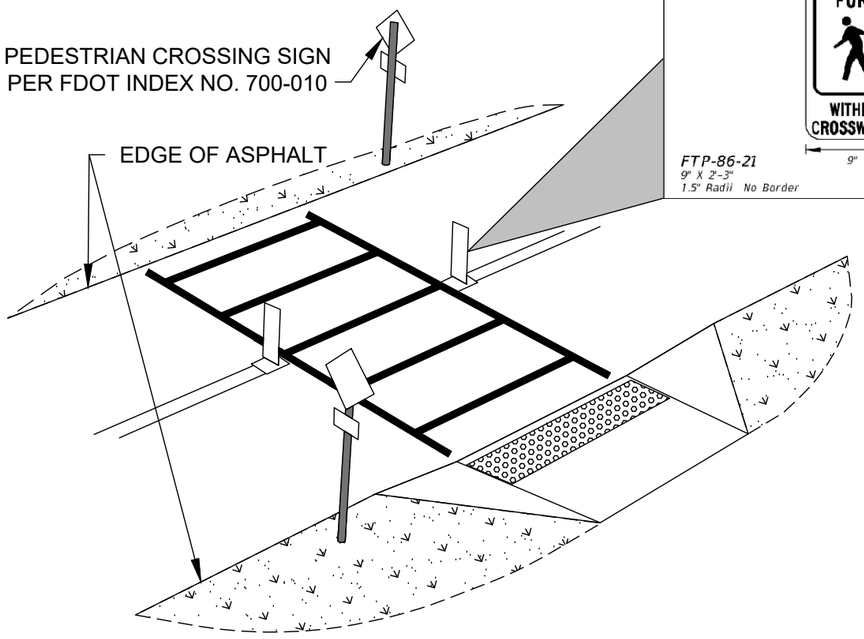
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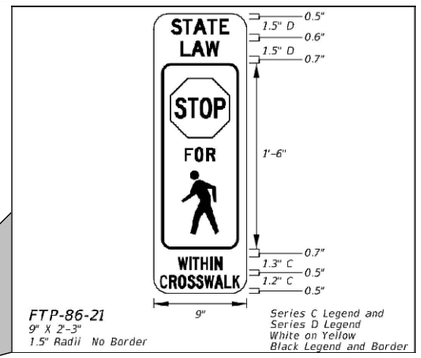
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PENSACOLA BEACH TYP. DETAIL FOR SHARED USE PATH ON DRIVEWAYS OVER 2%- DOWNSLOPE



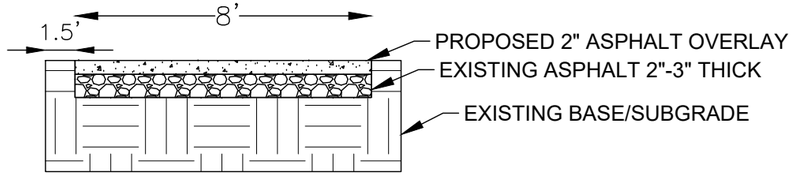
NOTES:
FOR ADDTIONAL INFORMATION ON CROSSWALK SEE FDOT PAVEMENT MARKINGS INDEX NO. 711-001

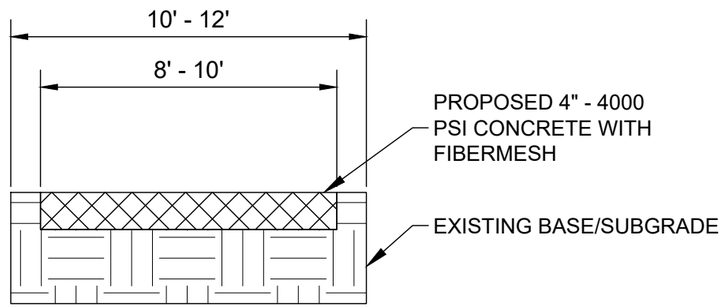




HIGH VISIBILITY CROSSWALK DETAIL
N.T.S.

ASPHALT OVERLAY SHARED USE PATH SECTION DETAIL - ALTERNATE A





CONCRETE REPLACEMENT SHARED USE PATH SECTION DETAIL

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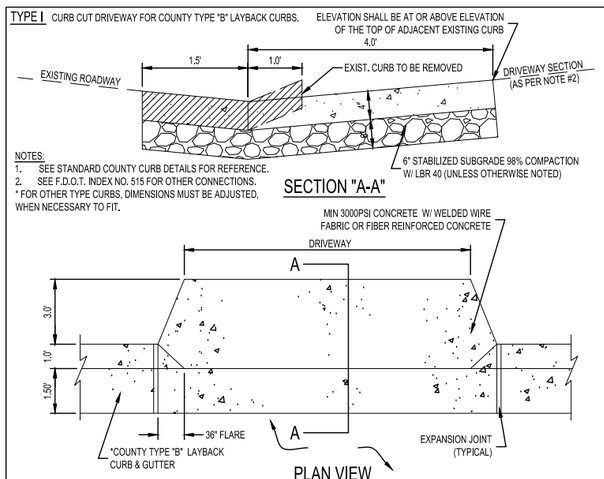
DETAILS SHEET

NO.	REVISION	DATE

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
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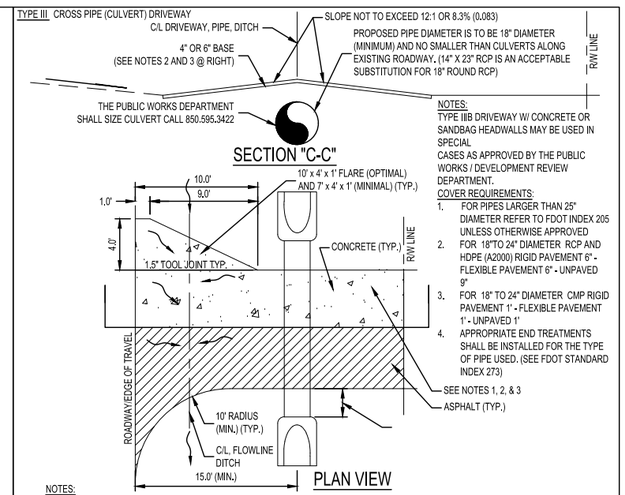
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE I DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



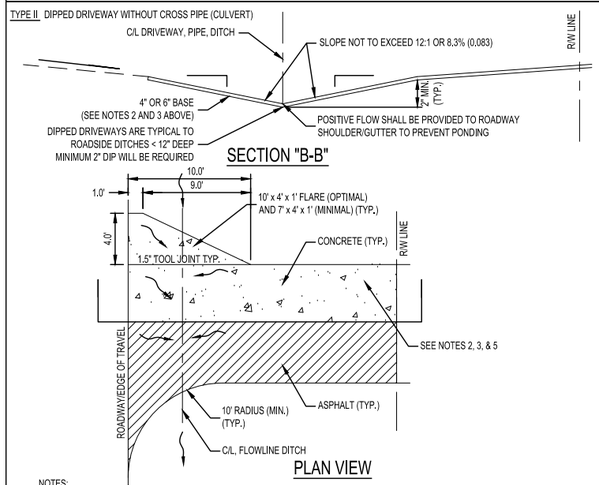
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TYPE III DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



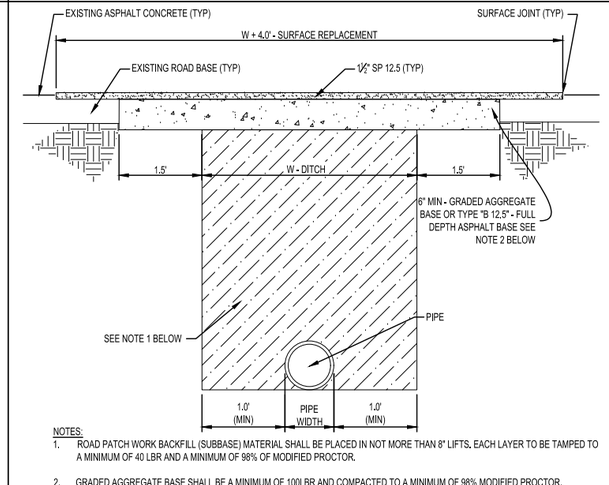
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TYPE II DRIVEWAY CONNECTION STANDARDS

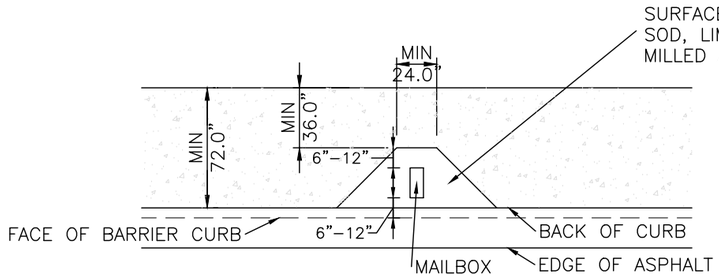
NOT TO SCALE



NOTES:
1. ROAD PATCH WORK BACKFILL (SUBBASE) MATERIAL SHALL BE PLACED IN NOT MORE THAN 8" LIFTS, EACH LAYER TO BE TAMPED TO A MINIMUM OF 40 LBR AND A MINIMUM OF 98% OF MODIFIED PROCTOR.
2. GRADED AGGREGATE BASE SHALL BE A MINIMUM OF 100LBR AND COMPACTED TO A MINIMUM OF 98% MODIFIED PROCTOR. CONCRETE SHALL BE A MIN. 3000 PSI, WHEN USED FOR BASE OR ROAD SURFACE.
3. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.
4. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF PAVEMENT WIDTH TO BE PATCHED SAME AS LATERAL PATCH. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER TO BE PATCHED WITH SAME BASE MATERIAL AND ENTIRE ROAD WIDTH RESURFACED.
5. TOP WIDTH OF DITCH (W-DITCH) IS TO BE DETERMINED BY OSHA LAYBACK SLOPE REQUIREMENTS FOR DEPTH OF CUT.

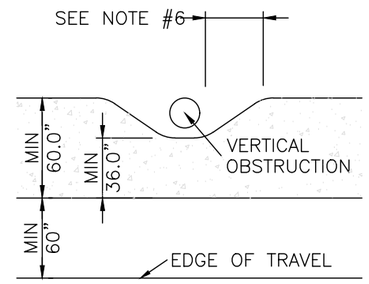
PAVED ROAD (LARGE PATCH) DETAIL

(FOR PATCHES 24" WIDE OR GREATER)
(ALL NOTES APPLY, SEE ABOVE)
NOT TO SCALE



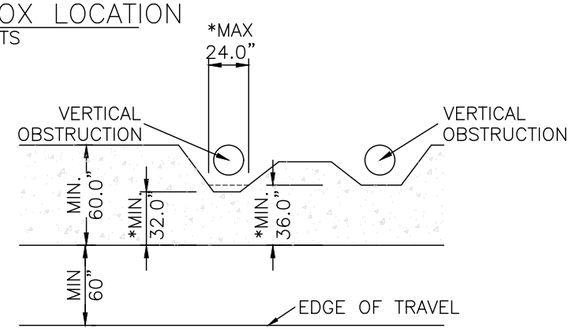
6.0' SIDEWALK DETAIL WITH MAILBOX LOCATION

NTS



MINIMUM CLEAR WIDTH FOR 5.0' SIDEWALK DETAIL WITH VERTICAL OBSTRUCTION

NTS



*SIDEWALK WIDTH MAY BE REDUCED BELOW 36" FOR MAXIMUM SPAN OF 24"

5.0' SIDEWALK EXCEPTION DETAIL WITH VERTICAL OBSTRUCTION

NTS

NOTE:
1) CONTRACTOR SHALL COMPLY WITH ALL ADA, FDOT, AND ESCAMBIA COUNTY SPECIFICATIONS.

2) THE PEDESTRIAN CLEAR WIDTH OF WALKING SURFACES SHALL BE 60MINIMUM. IN AREAS WHERE THE SIDEWALK CAN NOT BE CONSTRUCTED AT 60" WIDE, THE DESIGN ENGINEER SHALL NOTIFY THE COUNTY ENGINEER, OR DESIGNEE, IMMEDIATELY WITH AN ALTERNATE DESIGN OR RESOLUTION. ANY DEVIATION FROM THE STANDARD DESIGN SHALL BE DOCUMENTED AND PROVIDED TO THE APPROPRIATE COUNTY P.M. FOR RECORDING.

3) IF THE VERTICAL OBSTRUCTION DOES NOT ALLOW FOR THE MINIMUM PEDESTRIAN CLEAR WIDTH, THE OBSTRUCTION REQUIRES RELOCATION BY THE APPROPRIATE PROVIDER.

4) MAILBOXES ON CURBED HIGHWAYS, ROADS AND STREETS SHALL BE SET WITH THE FACE OF THE BOX BETWEEN 6" AND 12" BACK OF THE FACE OF CURB AS PER FDOT INDEX 532

5) SIDEWALKS THAT ARE CONSTRUCTED ADJACENT TO TYPE F CURBS, SHALL BE A MIN. 6' WIDE. SIDEWALKS CONSTRUCTED IN AREAS WHERE NO CURBING IS INSTALLED SHALL HAVE A MINIMUM 5' SETBACK FROM TRAVEL LANE AND BE AT LEAST 5' WIDE.

6) IN AREAS WHERE SUFFICIENT RIGHT OF WAY IS AVAILABLE, THE TRANSITION BETWEEN SIDEWALK WIDTHS SHALL BE A MINIMUM OF 10' FEET IN LENGTH.

JASON L. LASHLEY
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3298 SUMMIT BOULEVARD, SUITE 32
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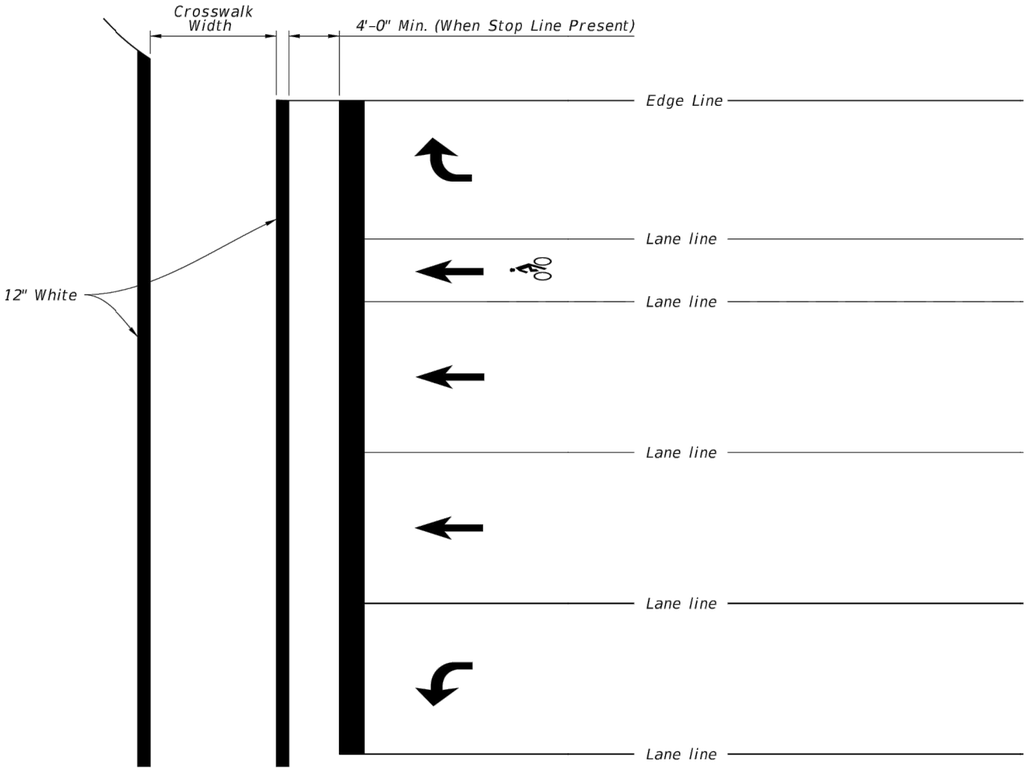
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

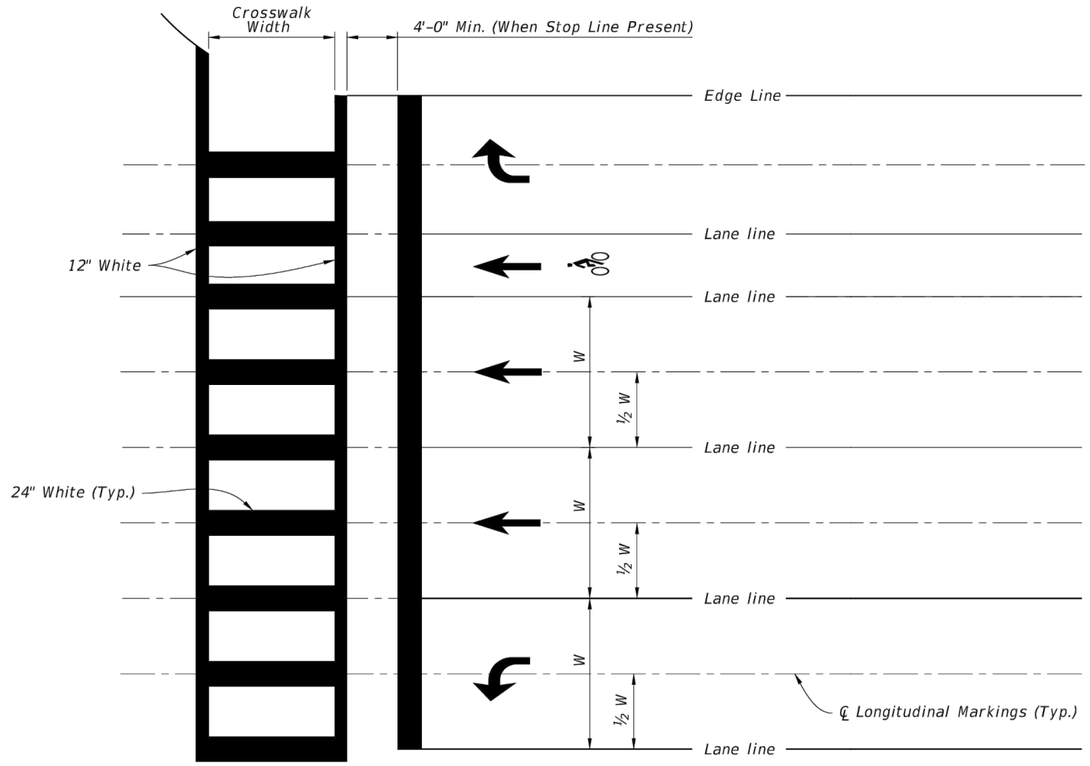
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STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX	SHEET
11/01/21					711-001	9 of 13

3298 SUMMIT BOULEVARD, SUITE 32
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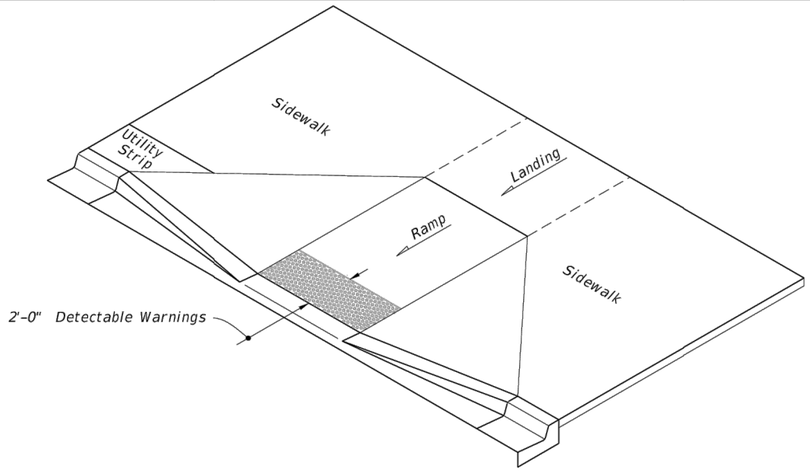
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS
DETAILS SHEET

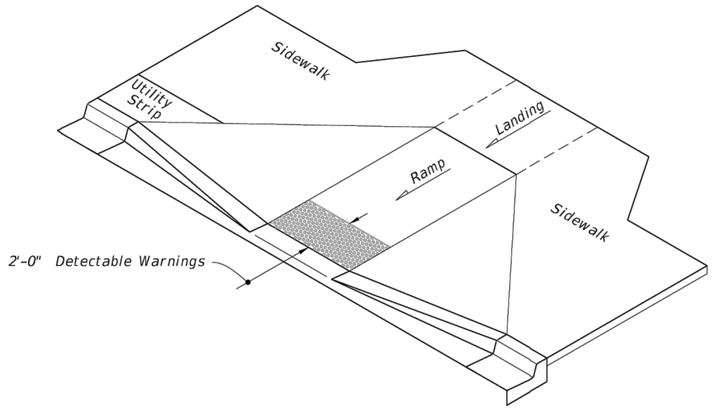
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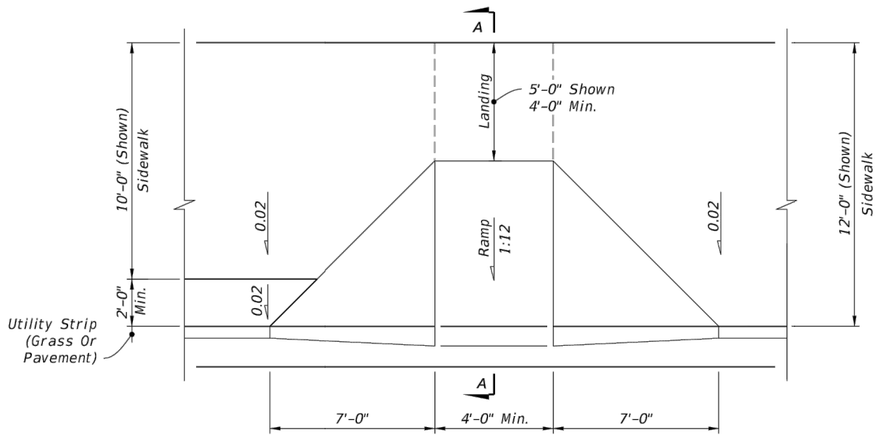
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ISOMETRIC VIEW



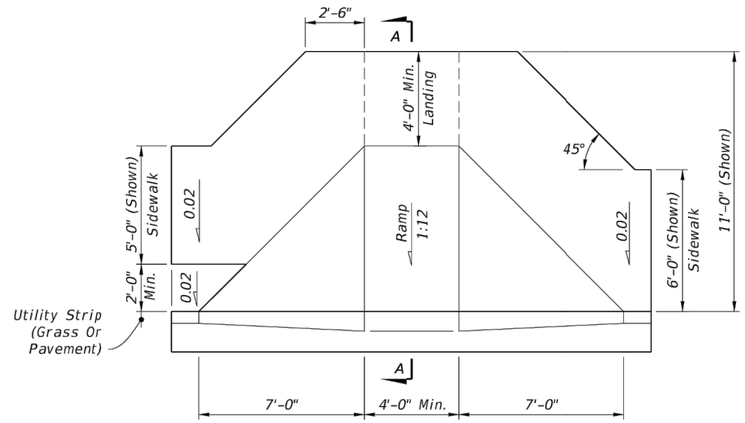
ISOMETRIC VIEW



PLAN VIEW

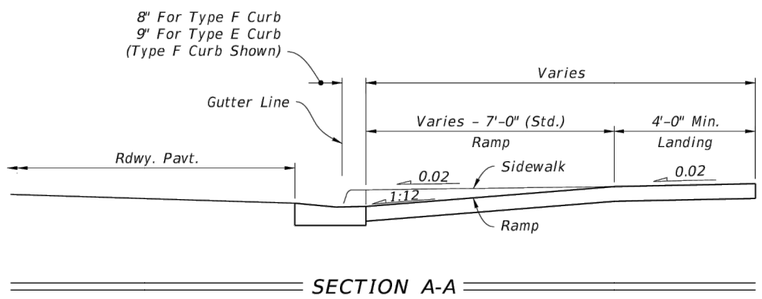
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 7.

CR-A



PLAN VIEW

CR-B



SECTION A-A

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SIDEWALK CURB RAMPS CR-A AND CR-B

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/20						522-002	2 of 7

3298 SUMMIT BOULEVARD, SUITE 32
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

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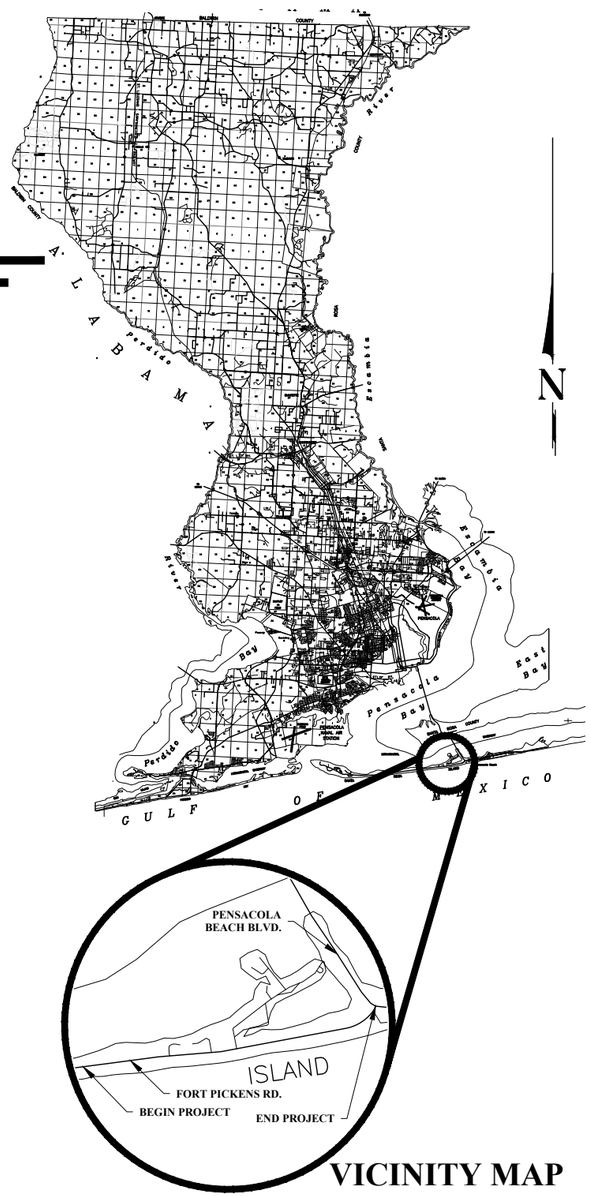
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9/10/2024 1:39:36 PM

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FT. PICKENS RD. SHARED USE PATH - SAFETY AND ADA IMPROVEMENTS -

PHASE VI - STA 110+75 TO STA 137+15
WARRINGTON BANK TO INTERSECTION



VICINITY MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SWPPP SHEET
14-15	PLAN SHEETS
16-19	DETAILS SHEET

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER (CHAIRMAN)
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER (VICE CHAIRMAN)
DISTRICT FIVE	STEVEN BARRY

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57353
LICENSE NO.

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THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

FINAL PLANS
DECEMBER, 2025

WAGGONER
3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053

PROJECT MANAGER: Mr. Don Christain	
SECTION / TOWNSHIP / RANGE: S-36/T-1S/R-30	DISTRICT: 3
PROJECT ENGINEER: Jason L. Lashley, P.E.	REG FLA ENG NO: 57353
SIGNATURE:	DATE:

Z:\Projects Directory\2300758 - Shared Use Path - Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\COVER SHEETS\FORT PICKENS RD.- COVER - PHASE VI - TO INTERSECTION.dwg, Dec 04, 2025 - 2:59:15PM, Marianna.Martinez

GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY OR ITS DESIGNEE WILL ASSIST CONTRACTOR WITH REQUIRED PERMITS.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
10. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
12. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
13. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.
14. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
15. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
16. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
17. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.
18. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    MR. JOE BARRETT, PLS
    ESCAMBIA COUNTY SURVEYOR
    3363 WEST PARK PLACE
    PENSACOLA, FLORIDA 32505 PH (850) 595-3427

    SIGMA CONSULTING GROUP, INC
    3298 SUMMIT BOULEVARD, SUITE 32
    PENSACOLA, FLORIDA 32503 PH (850) 332-7912

19. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
20. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.
21. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
22. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
23. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.
24. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
25. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT SPECIFICATIONS AND STANDARD PLANS.
26. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.
27. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION
28. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEM STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

    SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
    MR. JACOB KEARLEY
    P.O. BOX 15311
    PENSACOLA, FL. 32514 PH: (850) 969-5823
    JACOB.KEARLEY@ECUA.FL.GOV

    TELEPHONE - AT&T FLORIDA
    MR. TOM MANNING
    6689 E MAGNOLIA STREET
    MILTON, FL. 32570 PH:(850) 463-5176
    TM2709@ATT.COM

3. AT&T FLORIDA WILL COMPLETE ALL WORK DURING THE HOURS OF 7:30 AM - 4:30 PM, MONDAY THRU FRIDAY. NO NIGHT OR WEEKEND WORK.
4. ALL CABLE DAMAGE MUST BE REPORTED TO THE ATT FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 877-737-2478 IF USING A CELL PHONE.
5. ALL VEHICLE LOOP INSTALLATION SHALL BE DONE AS PER FDOT INDEX 660-001.
6. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
7. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

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BARRIER ISLAND SAND NOTES:

1. PROTECTION REQUIRED. THE COUNTY RECOGNIZES THAT THE WHITE SANDS OF PERDIDO KEY AND PENSACOLA BEACH PROMOTE TOURISM AND ENHANCE THE QUALITY OF LIFE OF THE RESIDENTS OF THE COUNTY, AND THAT THE PERMANENT DISCOLORATION, DARKENING OR STAINING OF THE SANDS WOULD HARM THE PUBLIC WELFARE. TO MAINTAIN, PRESERVE AND PROTECT THE NATURAL FUNCTION AND COLOR OF THESE FINE TO MEDIUM GRAINED WHITE SANDS, THE IMPORTATION, USE, AND RELOCATION OF RED CLAY AND OTHER MATERIALS THAT TEND TO DISCOLOR, DARKEN OR STAIN THE NATURAL WHITE SANDS OF PERDIDO KEY AND SANTA ROSA ISLAND IS PROHIBITED. ADDITIONALLY, TRANSPORTATION OF PROHIBITED MATERIALS WHEN EXPOSED TO WIND OR WATER SHALL BE PREVENTED ON THE ISLANDS BY CONTAINMENT AND REMOVAL. APPROVED AND PROHIBITED MATERIAL SPECIFICATIONS ARE PROVIDED IN CHAPTER 2, BARRIER ISLAND SAND SECTION OF THE DESIGN STANDARDS MANUAL (DSM).
2. APPLICABILITY. THERE SHALL BE NO DISTINCTION MADE REGARDING THE APPLICABILITY OF THE PROVISIONS OF THIS SECTION BETWEEN PERDIDO KEY AND SANTA ROSA ISLAND SOIL MATERIAL. HOWEVER, THE COUNTY MAY, UPON SPECIFIC CONSIDERATION, DIFFERENTIATE BETWEEN THE ALLOWABLE SOIL MATERIAL OF THE GULF-FRONT BEACH, GULF-FRONT (PRIMARY) DUNES, SOUND SIDE BEACH, INTERIOR (SECONDARY) DUNES AND FORESTED ECOSYSTEMS.
3. PERMIT REQUIRED. ALL PROJECTS INVOLVING THE PLACEMENT OF SAND OR OTHER CONSTRUCTION OR LANDSCAPING MATERIALS ON SANTA ROSA ISLAND OR PERDIDO KEY SHALL REQUIRE COUNTY APPROVAL OF A REPRESENTATIVE SAMPLE OF THE MATERIALS ACCORDING TO THE COMPLIANCE REVIEW PROCESSES OF CHAPTER 2 PRIOR TO TRANSPORT ON THE BARRIER ISLANDS.
4. PROHIBITED IMPORTATION, TRANSFER AND USE. THE FOLLOWING PROHIBITIONS ON THE IMPORTATION, TRANSFER AND USE OF SOME MATERIALS ON BARRIER ISLANDS RE BASED ON APPROVED AND PROHIBITED MATERIALS AS PRESCRIBED IN THIS SECTION:

    NO PERSON MAY IMPORT OR CAUSE TO BE IMPORTED ONTO SANTA ROSA ISLAND OR PERDIDO KEY ANY CONSTRUCTION OR LANDSCAPING MATERIAL WHICH IS NOT AN APPROVED MATERIAL.

    NO PERSON MAY USE, OR TRANSFER FOR USE, ANY PROHIBITED MATERIAL IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

    NO PERSON MAY TRANSFER FROM PARCEL TO PARCEL ANY CONSTRUCTION MATERIAL WHICH IS NOT AN APPROVED MATERIAL WHERE SUCH MATERIAL IS TO BE USED IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

5. REMOVAL OF PROHIBITED MATERIALS.

    GENERAL. ANY TIME RECONSTRUCTION, REDEVELOPMENT, IMPROVEMENT OR USE OF A SITE ON SANTA ROSA ISLAND OR PERDIDO KEY UNCOVERS OR EXPOSES "PROHIBITED MATERIALS" AS DEFINED IN DSM CHAPTER 2, BARRIER ISLAND SAND SECTION THOSE MATERIALS MUST BE IMMEDIATELY REMOVED FROM THE SITE AND RELOCATED OFF THE BARRIER ISLAND.

    UTILITIES. ANY TIME A UTILITY COMPANY, AUTHORITY, OR FRANCHISEE, WHICH HAS ACQUIRED USE OF THE COUNTY'S RIGHTS-OF-WAY, EASEMENTS OR OTHER INTEREST BY PERMISSION, AGREEMENT OR LAW TO PROVIDE SERVICES TO CONSUMERS, SHALL UNCOVER OR EXPOSE ANY PROHIBITED MATERIAL DURING THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF ITS SYSTEM ON SANTA ROSA ISLAND OR PERDIDO KEY, IT SHALL REMOVE FROM THE BARRIER ISLAND THE PROHIBITED MATERIAL DISTURBED BY THE WORK AND REPLACE IT WITH APPROVED MATERIALS. THE PROHIBITED MATERIALS SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID THEIR RELEASE BY WIND, WATER, OR OTHER MEANS ONTO ADJACENT LANDS OR WATERS.

    BCC APPROVED EXEMPTION. THE BCC MAY EXEMPT THE APPLICATION OF THESE REMOVAL PROVISIONS FOR PARTICULAR PROJECTS OR PARTS OF PROJECTS UPON DETERMINATION BY A FOUR-FIFTHS VOTE OF THE BOARD THAT AN EMERGENCY EXISTS AND THAT AN IMMEDIATE EXEMPTION IS REQUIRED TO PROTECT THE PUBLIC HEALTH, SAFETY OR WELFARE.

    REMOVAL TIME. THE REQUIREMENT FOR IMMEDIATE REMOVAL OF PROHIBITED MATERIALS MAY BE RELAXED IF THE MATERIALS ARE CONFIRMED TO BE CONTAINED IN SUCH A WAY AS TO PRECLUDE THEIR TRANSFER BY WIND, WATER OR OTHER MEANS WITHIN THE PARCEL OR ONTO ADJACENT PARCELS OR WATERS, AND IF THE DELAY IS OTHERWISE CONSISTENT WITH THE PURPOSE AND INTENT OF THIS SECTION. HOWEVER, PROHIBITED MATERIALS MAY REMAIN ON THE SITE WHERE EXPOSED OR ON THE BARRIER ISLAND FOR NO MORE THAN 48 HOURS. THE COUNTY SHALL PROMULGATE APPROVED METHODS OF CONTAINING AND TRANSPORTING PROHIBITED MATERIALS REQUIRED TO BE REMOVED.

6. APPROVED MATERIAL. APPROVED MATERIALS ARE THOSE CONSTRUCTIONS AND LANDSCAPING MATERIALS WHOSE MINERALOGICAL COMPOSITION IS WHITE FINE TO MEDIUM GRAINED QUARTZ SAND. HOWEVER, OYSTER SHELL, LIMESTONE OR WHITE DOLOMITE MAY BE USED FOR ROADBED OR FOUNDATION CONSTRUCTION IF REASONABLY THE SAME COLOR AS APPROVED SAND AFTER EXPOSURE TO THE SUN AND NOT CONTAINING CLAY OR OTHER DISCOLORING, STAINING OR DARKENING MATERIAL. FOR THE PURPOSES OF THIS SECTION, WHITE FINE TO MEDIUM GRAINED QUARTZ SAND SHALL HAVE THE FOLLOWING CHARACTERISTICS:

    COLOR. A MUNSELL COLOR CHART VALUE OF 9.25 OR WHITER AND A CHROMA OF 0.5 OR LESS ON THE 2.5, 5, 7.5 OR 10YR SCALE WHEN CHECKED IN AN AIR-DRY CONDITION.

    GRAIN SIZE. A GRAIN SIZE OF 75 PERCENT OF THE SAMPLE BY WEIGHT BETWEEN 0.43 MILLIMETERS (MM) AND 0.08 MM, WITH THE REMAINING 25 PERCENT BEING COARSER THAN 0.43 MM BUT NOT LARGER THAN 1.0 MM AS DESCRIBEDUNDER THE UNIFIED SOIL CLASSIFICATION SYSTEM. THIS CORRESPONDS TO THE NUMBER 40-200 SIEVE SIZES FOR GRADATION CURVE ANALYSIS.

7. PROHIBITED MATERIAL. PROHIBITED MATERIALS ARE ANY DARKENING, DISCOLORING OR STAINING MATERIALS HAVING THE ABILITY TO PERMANENTLY (GREATER THAN SIX MONTHS) CHANGE THE COLOR OR DARKEN THE NATURAL WHITE SANDS OF SANTA ROSA ISLAND OR PERDIDO KEY, OR ANY APPROVED MATERIALS, WHENEVER COMING INTO CONTACT WITH THEM. PROHIBITED MATERIALS INCLUDE ANY WITH THE FOLLOWING CHARACTERISTICS:

    COLOR. A COLOR DARKER THAN THE COLOR REQUIRED FOR APPROVED MATERIALS.

    GRAIN SIZE. A GRAIN SIZE WITH OVER TEN PERCENT BY WEIGHT OF THE SAMPLE OUTSIDE THE RANGE REQUIRED FOR APPROVED MATERIALS.

    COMPOSITION OR CHARACTER. ANY MATERIAL WHICH, IN WHOLE OR IN PART, IS COMPOSED OF OR CONTAINS CLAY OR ANY OTHER SUBSTANCE THAT WOULD DARKEN, STAIN OR DISCOLOR THE NATURAL BARRIER ISLAND SANDS OR APPROVED MATERIAL

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577 of 1404

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

GENERAL NOTES SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 2

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THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN CONTAINS REFERENCES TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE DESIGN STANDARDS, OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS, THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCES IN THIS NARRATIVE, THE CONTRACTOR'S APPROVED EROSION CONTROL PLAN AS SPECIFIED BY FDEP, EPA, APPLIABLE LDC, AND REPORTS OF INSPECTIONS MADE DURING CONSTRUCTION.

1.0 SITE DESCRIPTION

1.A NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF THE ADDITION OF SIDEWALK AND DRIVEWAYS ON PENSACOLA BEACH BOULEVARD AND FORT PICKENS ROAD

1.B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCE OF CONSTRUCTION FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF MAJOR ACTIVITIES DESCRIBED BELOW, UNLESS THE CONTRACTOR PROPOSES A DIFFERENT SEQUENCE THAT IS EQUAL OR BETTER AT CONTROLLING EROSION AND TRAPPING SEDIMENT AND IS APPROVED BY THE ENGINEER.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

1. CLEARING AND GRUBBING, EARTHWORK FOR SIDEWALK AND DRIVEWAY CONSTRUCTION

1.C. AREA ESTIMATES:
TOTAL SITE AREA: 9.27 ACRES
TOTAL AREA TO BE DISTURBED: 9.27 *ACRES*

1.D. RUNOFF DATA:

RUNOFF COEFFICIENTS:
BEFORE: *0.4*
DURING: 0.4
AFTER: *0.4*
SOILS DATA: *SILT/ LOAM*

OUTFALL INFORMATION:
FORT PICKENS RD. AND PENSACOLA BEACH BLVD ARE DISCHARGED INTO THE GULF OF MEXICO.

1.E. SITE MAP:

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS. THE LOCATION OF THE REQUIRED INFORMATION IS DESCRIBED BELOW. THE SHEET NUMBERS FOR THE PLAN SHEETS REFERENCED ARE IDENTIFIED ON THE KEY SHEET OF THESE CONSTRUCTION PLANS.

- APPROXIMATE SLOPES: THE SLOPES OF THE SITE CAN BE SEEN IN PLAN SHEETS
- AREAS OF SOIL DISTURBANCE: THE AREAS TO BE DISTURBED ARE INDICATED ON THE PLAN SHEETS. ANY AREAS WHERE PERMANENT FEATURES ARE SHOWN TO BE CONSTRUCTED ABOVE OR BELOW GROUND WILL BE DISTURBED.
- AREAS NOT TO BE DISTURBED : SODDED / MAINTAINED AREAS BEYOND WEST ROW, EAST ROW.
- LOCATIONS OF TEMPORARY CONTROLS: TO BE SHOWN ON THE CONTRACTORS APPROVED EROSION CONTROL PLAN. SEDIMENTATION BASIN AND FLOATING/ STAKED TURBIDITY BARRIER ARE SUGGESTED.
- LOCATIONS OF PERMANENT CONTROLS: SOD ALL DISTURBED NON-PAVED AREAS (EXCLUDING DITCH BOTTOM)
- AREAS TO BE STABILIZED: ROADSIDE SWALES/ DITCHES.

1.F RECEIVING WATERS:
SEE ITEM 1.D. FOR THE OUTFALL LOCATIONS AND RECEIVING WATER NAMES.

2.0 CONTROLS

2.A. EROSION AND SEDIMENT CONTROLS:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STABILIZATION AND STRUCTURAL PRACTICES. THE FOLLOWING RECOMMENDED GUIDELINES ARE BASED ON THE GRADING PLAN OUTLINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR MAY CHOOSE TO ACCEPT THE FOLLOWING GUIDELINES OR MODIFY THEM IN THE SEDIMENT AND EROSION CONTROL PLAN, SUBJECT TO APPROVAL BY THE ENGINEER. AS WORK PROGRESSES, THE CONTRACTOR SHALL MODIFY THE PLAN TO ADAPT TO SEASONAL VARIATION, CHANGES IN CONSTRUCTION ACTIVITIES, AND THE NEED FOR BETTER PRACTICES.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

2.A.1 STABILIZATION PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE STABILIZATION PRACTICES PROPOSED TO CONTROL EROSION. THE CONTRACTOR SHALL INITIATE ALL STABILIZATION MEASURES AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. THE STABILIZATION PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE PARAGRAPH ABOVE REFERS TO A 7 DAY LIMIT BEFORE INITIATING STABILIZATION. THE DEP GENERIC PERMIT SPECIFIES 7 DAYS, BUT STRICTER REQUIREMENTS FROM OTHER PERMITTING AGENCIES WILL OFTEN APPLY AND SHOULD BE NOTED.

TEMPORARY:
* ARTIFICIAL COVERINGS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* TURF AND SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

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PERMANENT:
* SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

2.A.2 STRUCTURAL PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

TEMPORARY:
* SEDIMENT BARRIERS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* INLET PROTECTION IN ACCORDANCE WITHFSESCI MANUAL (TIER I & II) AND SPECIAL DETAILS SHOWN IN THE TTC PLAN.
* SEDIMENT CONTAINMENT SYSTEM: SILT FENCE AND HAY BALES WILL BE UTILIZED AS THE TEMPORARY SEDIMENT CONTAINMENT SYSTEM.

PERMANENT:
* SOD

2.B STORMWATER MANAGEMENT:

EXISTING ROADSIDE DITCHES COLLECT STORMWATER AND DIRECT IT TO SURROUNDING WETLAND AREAS.

2.C OTHER CONTROLS:

2.C.1 WASTE DISPOSAL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS TO PREVENT THE DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO WATERS OF THE UNITED STATES. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

- PROVIDING LITTLER CONTROL AND COLLECTION WITHIN THE PROJECT DURING CONSTRUCTION ACTIVITIES.
- DISPOSING OF ALL FERTILIZER OR OTHER CHEMICAL CONTAINERS ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER.

2.C.2 OFF-SITE VEHICLE TRACKING & DUST CONTROL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- COVERING LOADED HAUL TRUCKS WITH TARPAULINS.
- REMOVE EXCESS DIRT FROM ROADS DAILY.
- STABILIZING CONSTRUCTION ENTRANCES ACCORDING TO FDOT DESIGN STANDARDS.
- USING ROADWAY SWEEPERS DURING DUST GENERATING ACTIVITIES SUCH AS EXCAVATION AND HANDLING OPERATIONS.

2.C.3 STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC TANK REGULATIONS:

IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED PROCEDURES TO COMPLY WITH APPLICABLE STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, AND SANITARY SEWER OR SEPTIC SYSTEMS.

2.C.4 FERTILIZERS AND PESTICIDES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROCEDURES FOR APPLYING FERTILIZERS AND PESTICIDES. THE PROPOSED PROCEDURES SHALL COMPLY WITH APPLICABLE SUBSECTION OF SECTION 570 OF THE FDOT SPECIFICATIONS.

2.C.5 TOXIC SUBSTANCES

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A LIST OF TOXIC SUBSTANCES THAT ARE LIKELY TO BE USED ON THE JOB AND PROVIDE A PLAN ADDRESSING THE GENERATION, APPLICATION, MIGRATION, STORAGE, AND DISPOSAL OF THESE SUBSTANCES.

2.D.4 APPROVED STATE AND LOCAL PLANS AND PERMITS:

- *THIS PROJECT MEETS THE REQUIREMENTS FOR A PERMIT EXEMPTION PER THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT.*

3.0 MAINTENANCE:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A PLAN FOR MAINTAINING ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT CONSTRUCTION. THE MAINTENANCE PLAN SHALL AT A MINIMUM COMPLY WITH THE FOLLOWING:

SILT FENCE: MAINTAIN PER FSESCI MANUAL (TIER I & II). THE CONTRACTOR SHOULD ANTICIPATE REPLACING SILT FENCE ON 12 MONTH INTERVALS.
- SEDIMENT BARRIERS: REMOVE SEDIMENT AS PER MANUFACTURER'S RECOMMENDATIONS OR WHEN WATER PONDS IN UNACCEPTABLE AMOUNTS OR AREAS.

4.0 INSPECTIONS:

QUALIFIED PERSONNEL SHALL INSPECT THE FOLLOWING ITEMS AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. TO COMPLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN RAIN GAUGES AND RECORD THE DAILY RAINFALL. WHERE SITES HAVE BEEN PERMANENTLY STABILIZED, INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH. THE CONTRACTOR SHALL ALSO INSPECT THAT CONTROLS INSTALLED IN THE FIELD AGREE WITH THE LATEST STORMWATER POLLUTION PREVENTION PLAN.

LIST OF INSPECTION ITEMS
- POINTS OF DISCHARGE TO MUNICIPAL SEPARATE STORM DRAIN SYSTEMS.
- DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- STRUCTURAL CONTROLS.
- STORMWATER MANAGEMENT SYSTEMS.
- LOCATIONS WHERE VEHICLES ENTER THE SITE.

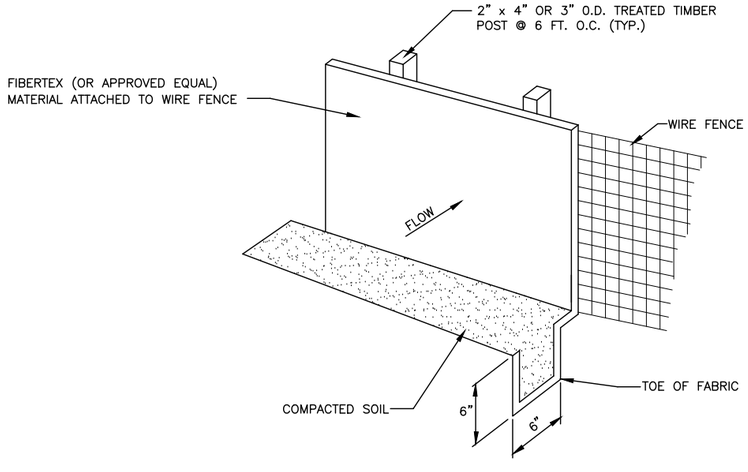
THE CONTRACTOR SHALL INITIATE REPAIRS WITHIN 24 HOURS OF INSPECTIONS THAT INDICATE ITEMS ARE NOT IN GOOD WORKING ORDER. IF INSPECTIONS INDICATE THE INSTALLED STABILIZATION AND STRUCTURAL PRACTICES ARE NOT SUFFICIENT TO MINIMIZE EROSION, RETAIN SEDIMENT, AND PREVENT DISCHARGE OF POLLUTANTS, THAT CONTRACTOR SHALL PROVIDE ADDITIONAL MEASURES, AS APPROVED BY THE ENGINEER.

5.0 NON-STORMWATER DISCHARGES:

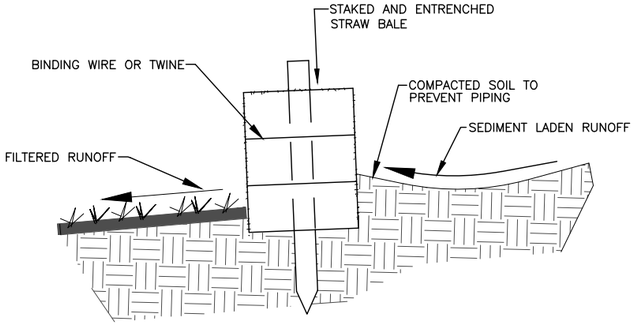
IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES (EXCEPT FLOWS FROM FIRE FIGHTING ACTIVITIES). THE CONTRACTOR SHALL DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION OF THESE NON-STORMWATER DISCHARGES. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOIL OR GROUNDWATER , CONTACT ESCAMBIA COUNTY ENGINEERING.

DEFINITIONS

FLORIDA STORMWATER EROSION & SEDIMENTATION CONTROL INSPECTORS MANUAL - FSESCI MANUAL (TIER I & II).



SILT FENCE DETAIL
NTS



DETAIL OF PROPERLY INSTALLED STRAW BALE
NTS

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
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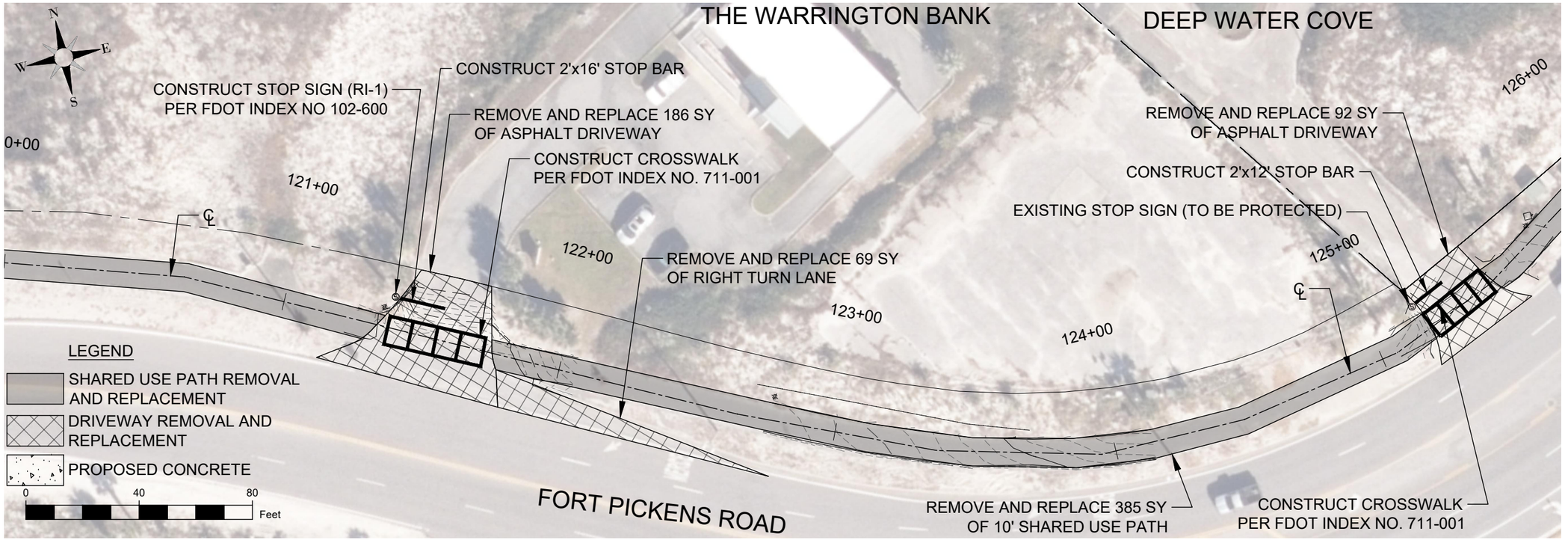
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

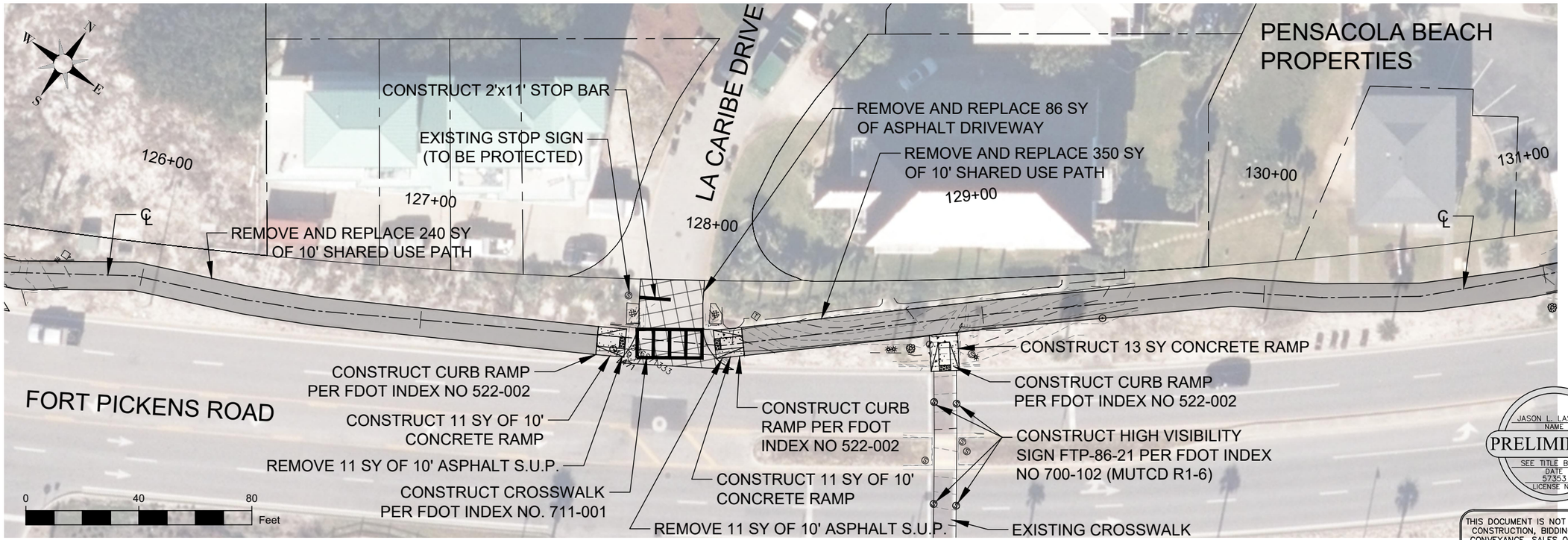
STORMWATER POLLUTION PREVENTION PLAN

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 3

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JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

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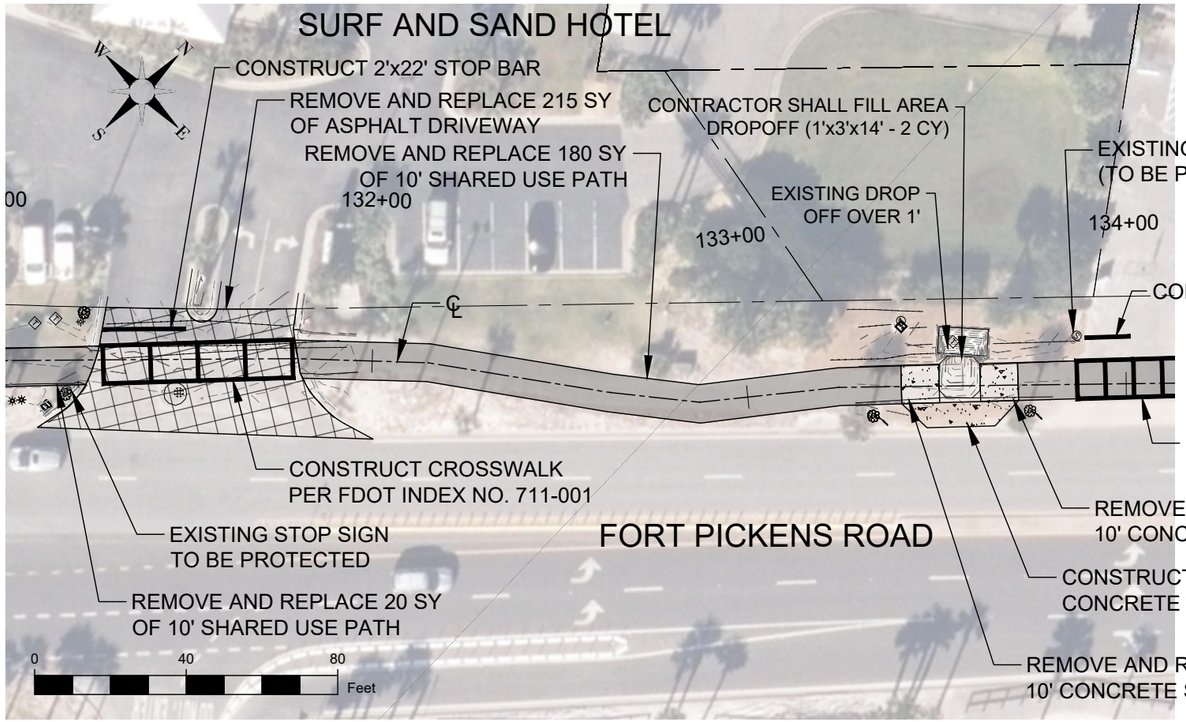
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

NO.	REVISION	DATE

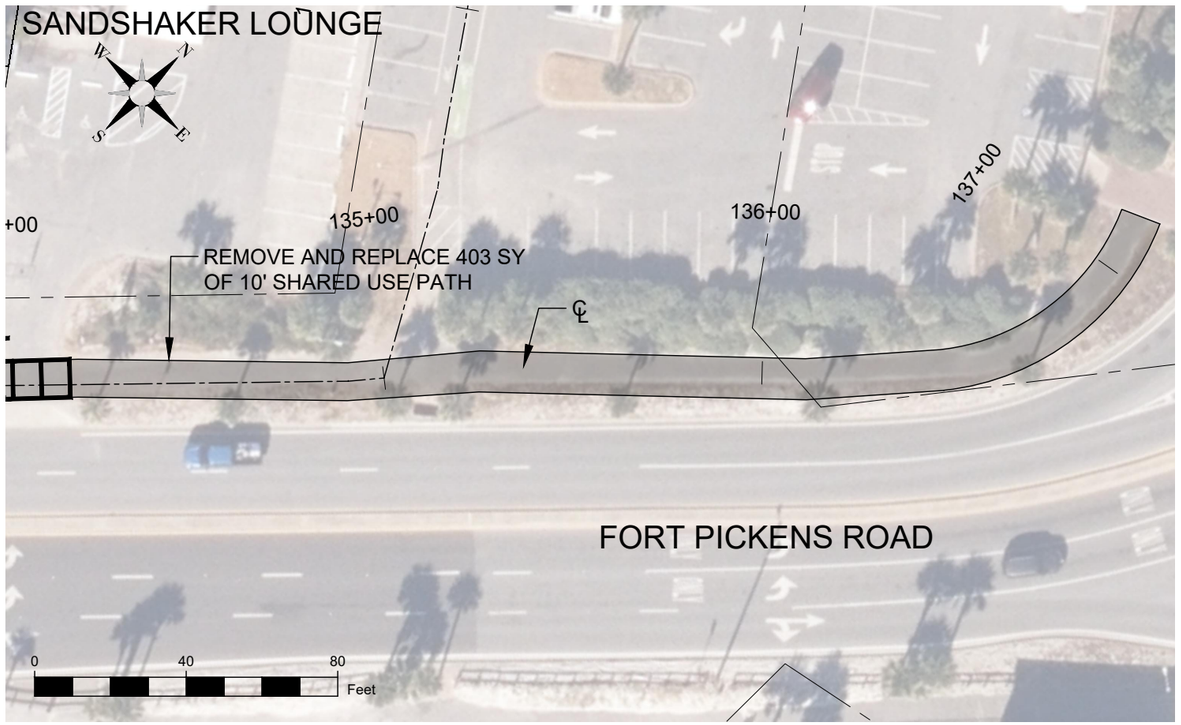
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Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	14

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LEGEND

- SHARED USE PATH REMOVAL AND REPLACEMENT
- DRIVEWAY REMOVAL AND REPLACEMENT
- PROPOSED CONCRETE



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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

NO.	REVISION	DATE

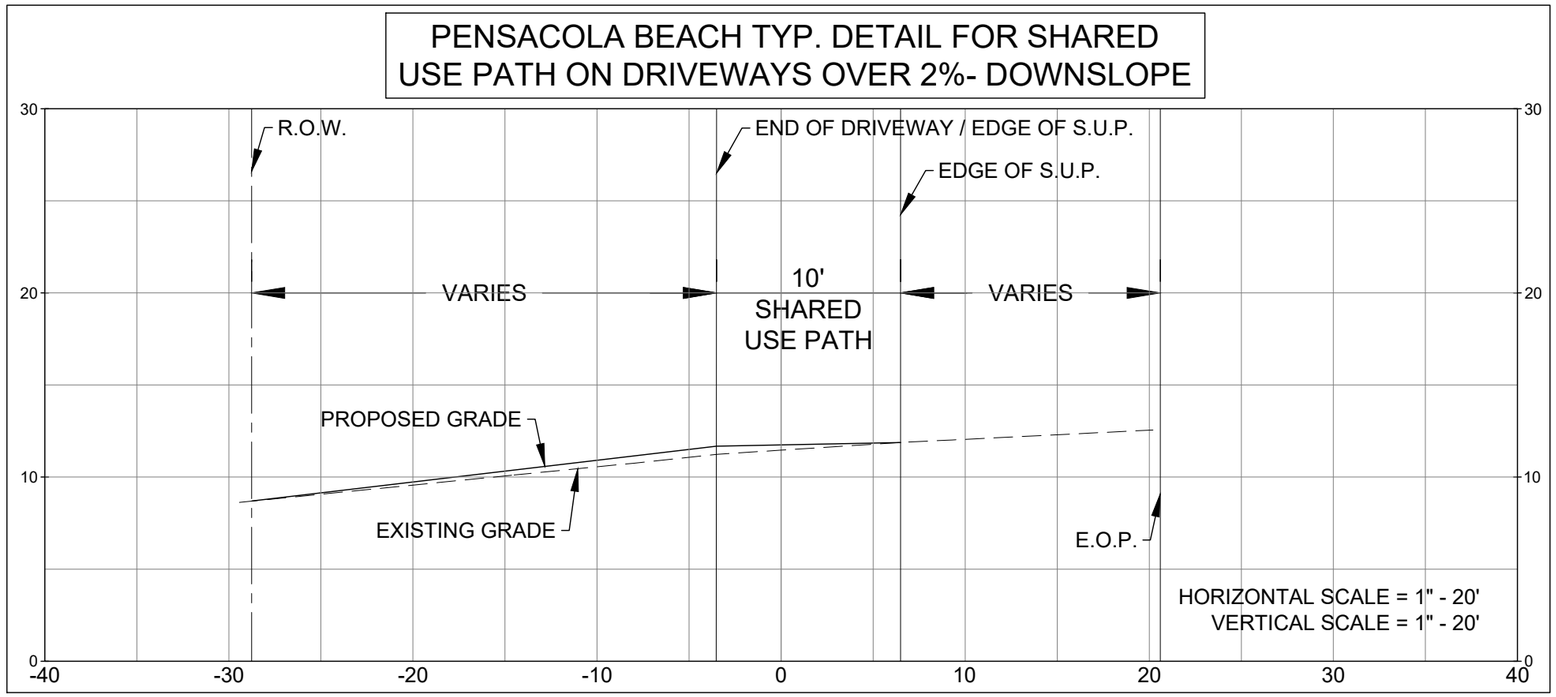
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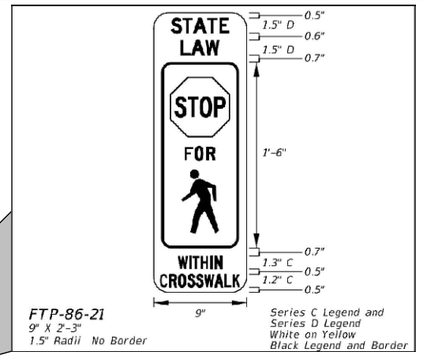
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Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	15

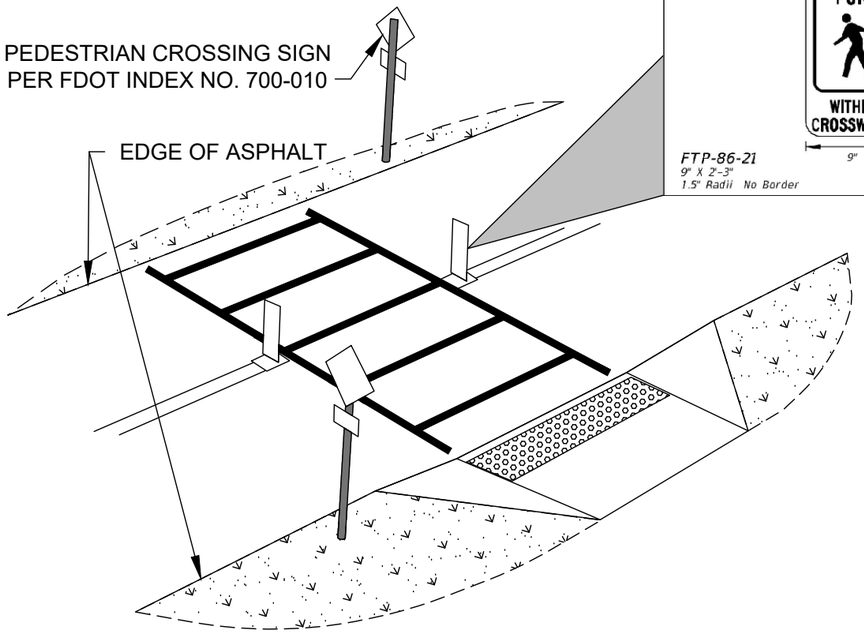
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PENSACOLA BEACH TYP. DETAIL FOR SHARED USE PATH ON DRIVEWAYS OVER 2%- DOWNSLOPE

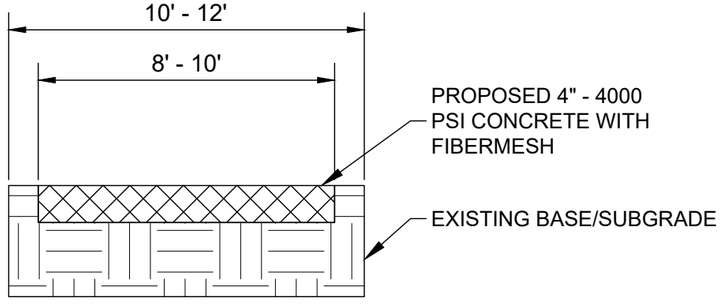


NOTES:
FOR ADDTIONAL INFORMATION ON CROSSWALK SEE FDOT PAVEMENT MARKINGS INDEX NO. 711-001





HIGH VISIBILITY CROSSWALK DETAIL
N.T.S.



CONCRETE REPLACEMENT SHARED USE PATH SECTION DETAIL

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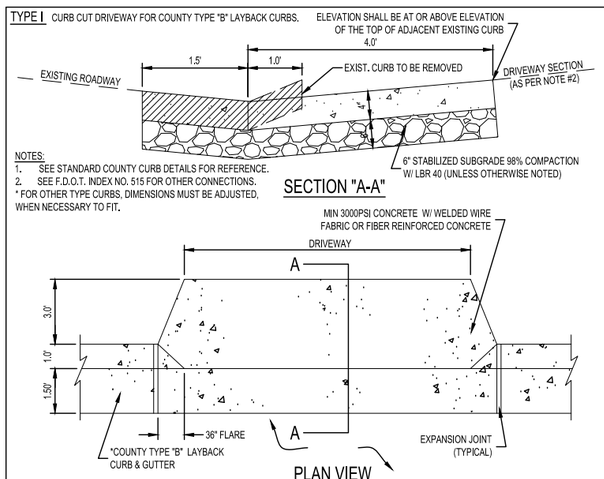
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	16

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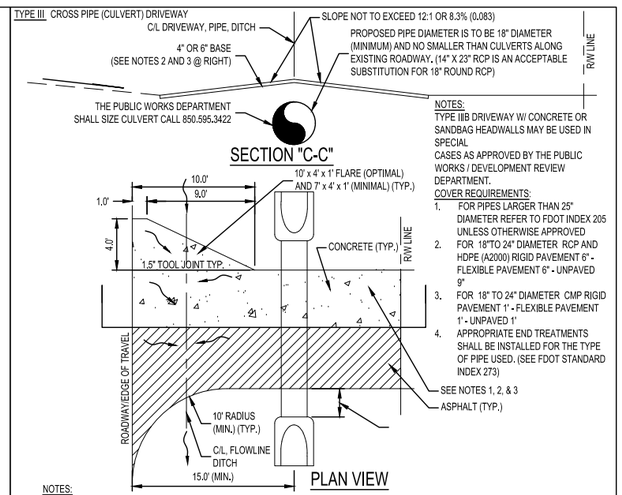
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE I DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



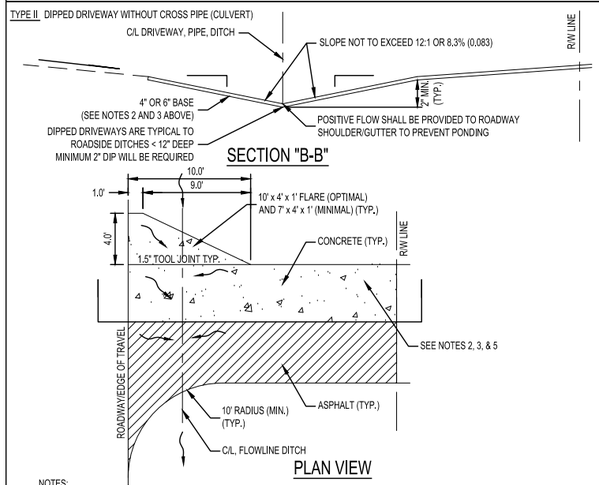
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TYPE III DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



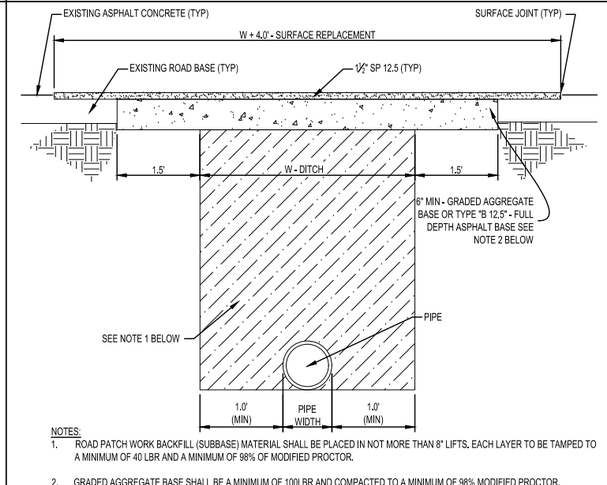
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
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4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
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TYPE II DRIVEWAY CONNECTION STANDARDS

NOT TO SCALE



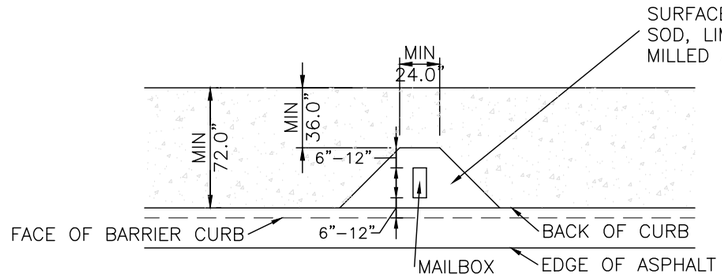
NOTES:
1. ROAD PATCH WORK BACKFILL (SUBBASE) MATERIAL SHALL BE PLACED IN NOT MORE THAN 8" LIFTS, EACH LAYER TO BE TAMPED TO A MINIMUM OF 40 LBR AND A MINIMUM OF 98% OF MODIFIED PROCTOR.
2. GRADED AGGREGATE BASE SHALL BE A MINIMUM OF 100LBR AND COMPACTED TO A MINIMUM OF 98% MODIFIED PROCTOR. CONCRETE SHALL BE A MIN. 3000 PSI, WHEN USED FOR BASE OR ROAD SURFACE.
3. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.
4. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF PAVEMENT WIDTH TO BE PATCHED SAME AS LATERAL PATCH. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER TO BE PATCHED WITH SAME BASE MATERIAL AND ENTIRE ROAD WIDTH RESURFACED.
5. TOP WIDTH OF DITCH (W-DITCH) IS TO BE DETERMINED BY OSHA LAYBACK SLOPE REQUIREMENTS FOR DEPTH OF CUT.

PAVED ROAD (LARGE PATCH) DETAIL

(FOR PATCHES 24" WIDE OR GREATER)

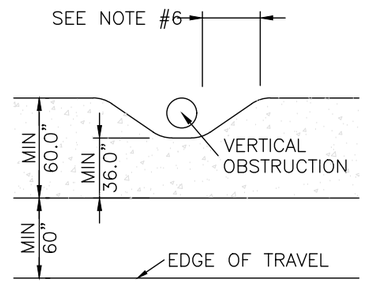
(ALL NOTES APPLY, SEE ABOVE)

NOT TO SCALE



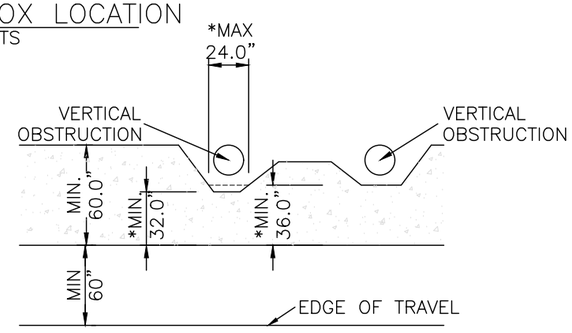
6.0' SIDEWALK DETAIL WITH MAILBOX LOCATION

NTS



MINIMUM CLEAR WIDTH FOR 5.0' SIDEWALK DETAIL WITH VERTICAL OBSTRUCTION

NTS



*SIDEWALK WIDTH MAY BE REDUCED BELOW 36" FOR MAXIMUM SPAN OF 24"

5.0' SIDEWALK EXCEPTION DETAIL WITH VERTICAL OBSTRUCTION

NTS

NOTE:
1) CONTRACTOR SHALL COMPLY WITH ALL ADA, FDOT, AND ESCAMBIA COUNTY SPECIFICATIONS.

2) THE PEDESTRIAN CLEAR WIDTH OF WALKING SURFACES SHALL BE 60MINIMUM. IN AREAS WHERE THE SIDEWALK CAN NOT BE CONSTRUCTED AT 60" WIDE, THE DESIGN ENGINEER SHALL NOTIFY THE COUNTY ENGINEER, OR DESIGNEE, IMMEDIATELY WITH AN ALTERNATE DESIGN OR RESOLUTION. ANY DEVIATION FROM THE STANDARD DESIGN SHALL BE DOCUMENTED AND PROVIDED TO THE APPROPRIATE COUNTY P.M. FOR RECORDING.

3) IF THE VERTICAL OBSTRUCTION DOES NOT ALLOW FOR THE MINIMUM PEDESTRIAN CLEAR WIDTH, THE OBSTRUCTION REQUIRES RELOCATION BY THE APPROPRIATE PROVIDER.

4) MAILBOXES ON CURBED HIGHWAYS, ROADS AND STREETS SHALL BE SET WITH THE FACE OF THE BOX BETWEEN 6" AND 12" BACK OF THE FACE OF CURB AS PER FDOT INDEX 532

5) SIDEWALKS THAT ARE CONSTRUCTED ADJACENT TO TYPE F CURBS, SHALL BE A MIN. 6' WIDE. SIDEWALKS CONSTRUCTED IN AREAS WHERE NO CURBING IS INSTALLED SHALL HAVE A MINIMUM 5' SETBACK FROM TRAVEL LANE AND BE AT LEAST 5' WIDE.

6) IN AREAS WHERE SUFFICIENT RIGHT OF WAY IS AVAILABLE, THE TRANSITION BETWEEN SIDEWALK WIDTHS SHALL BE A MINIMUM OF 10' FEET IN LENGTH.

JASON L. LASHLEY
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ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

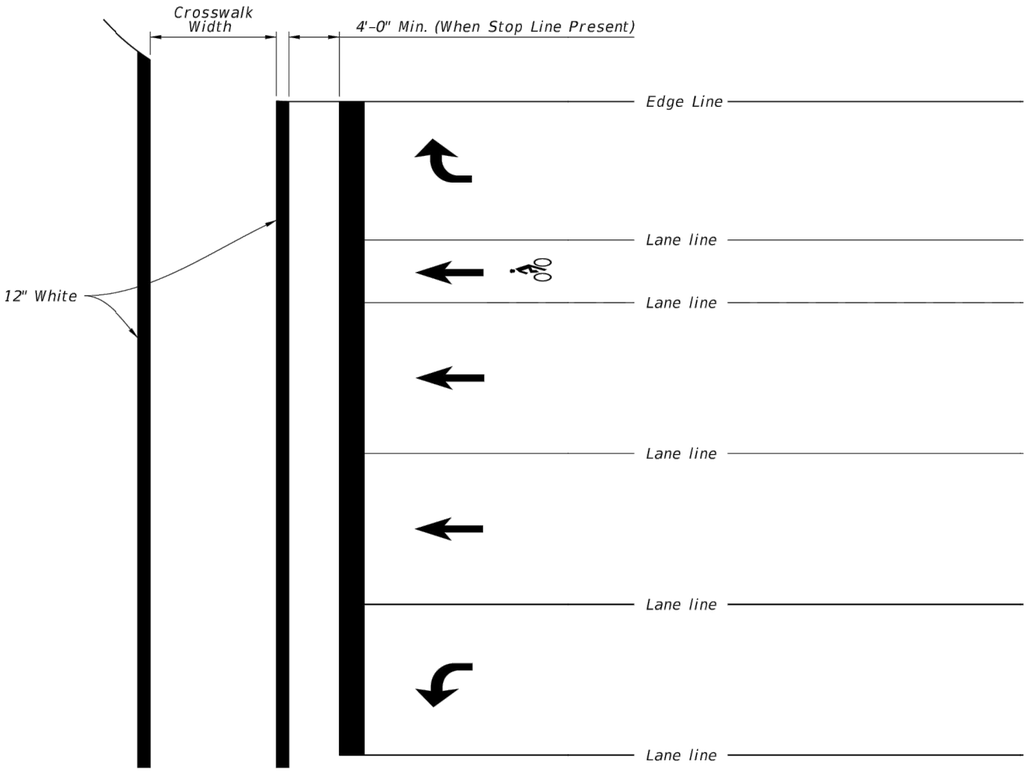
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

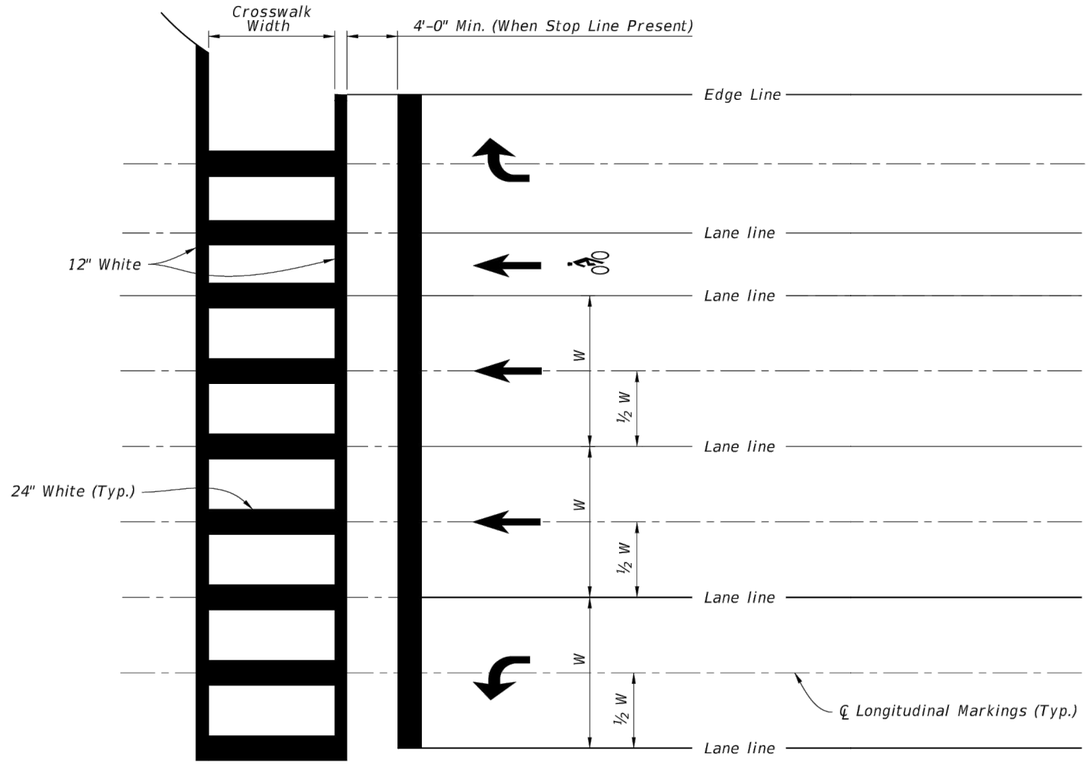
NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 17

Z:\Projects Directory\2300758 - Shared Use Path -Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\FORT PICKENS RD. - SHEETS 17-19 DETAILS.dwg, Dec 04, 2025 - 3:00:29PM, Marianna.Martinez



STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

JASON L. LASHLEY
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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX	SHEET
11/01/21					711-001	9 of 13

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

583 of 1404

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	18

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GENERAL NOTES:

1. Cross Slopes and Grades:

   A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.

   B. Landings must have cross-slopes less than or equal to 0.02 in any direction.

   C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.

   D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

   A. Refer to Index 522-001 for concrete thickness and sidewalk details.

   B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.

   C. Width of Curb Ramp is 4'-0" minimum. Match sidewalk or Shared Use Path width as shown in the Plans.

3. Curb Ramp Alpha-Identification:

   A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.

   B. Alpha-identifications CR-I and CR-J are intentionally omitted.

4. Detectable Warnings:

   A. Install detectable warnings in accordance with Specification 527.

   B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.

   C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.

   D. Where multiple ramps exist, a minimum 48" full-height curb separation is required between curb ramps.

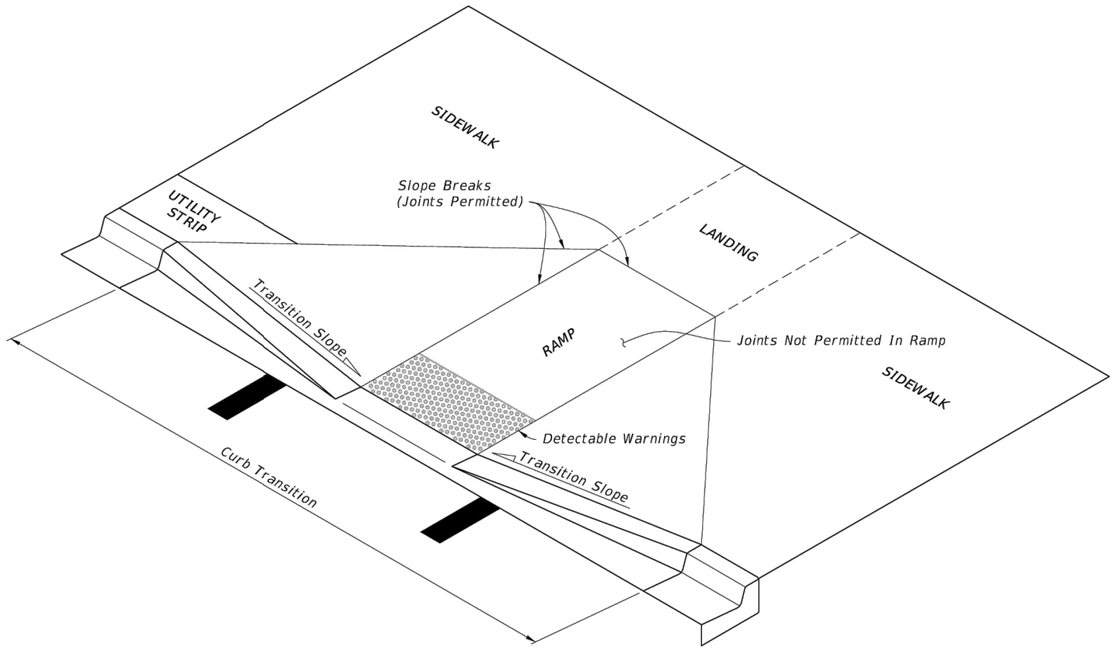
5. Crosswalks

   A. Where crosswalk markings are used, ramps must fall within the crosswalk limits. A clear space of 48" minimum is required at the bottom of the ramp within a marked crosswalk. If crosswalk markings are not present, a clear space of 48" minimum is required at the bottom of the ramp outside of active travel lanes.

   B. Crosswalk widths and configurations vary; must conform to Index 711-001.

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CURB RAMP NOMENCLATURE

LAST REVISION	REVISION	DESCRIPTION:
11/01/25		

FDOT FY 2026-27 STANDARD PLANS

DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS

INDEX 522-002

SHEET 1 of 7

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ESCAMBIA COUNTY, FLORIDA
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

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Project Number: 2300758
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Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 19

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ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH GATEWAY SHARED USE PATH - SAFETY AND ADA IMPROVEMENTS



VICINITY MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SWPPP SHEET
16-18	PLAN SHEETS
19-22	DETAILS SHEET

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THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER (CHAIRMAN)
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER (VICE CHAIRMAN)
DISTRICT FIVE	STEVEN BARRY

FINAL PLANS
DECEMBER, 2025

WAGGONER
3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053

PROJECT MANAGER: Mr. Don Christain	
SECTION / TOWNSHIP / RANGE: S-36/T-1S/R-30	DISTRICT: 3
PROJECT ENGINEER: Jason L. Lashley, P.E.	REG FLA ENG NO: 57353
SIGNATURE:	DATE:

Z:\Projects Directory\2300758 - Shared Use Path - Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\COVER SHEETS\PENSACOLA BEACH GATEWAY SIDEWALK- COVER .DWG, Dec 03, 2025 - 9:24:47AM, Marionna.Martinez

GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY OR ITS DESIGNEE WILL ASSIST CONTRACTOR WITH REQUIRED PERMITS.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
10. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
12. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
13. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.
14. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
15. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
16. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
17. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.
18. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    MR. JOE BARRETT, PLS
    ESCAMBIA COUNTY SURVEYOR
    3363 WEST PARK PLACE
    PENSACOLA, FLORIDA 32505 PH (850) 595-3427

    SIGMA CONSULTING GROUP, INC
    3298 SUMMIT BOULEVARD, SUITE 32
    PENSACOLA, FLORIDA 32503 PH (850) 332-7912

19. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
20. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.
21. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
22. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
23. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.
24. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
25. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT SPECIFICATIONS AND STANDARD PLANS.
26. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.
27. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION
28. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEM STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

    SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
    MR. JACOB KEARLEY
    P.O. BOX 15311
    PENSACOLA, FL. 32514 PH: (850) 969-5823
    JACOB.KEARLEY@ECUA.FL.GOV

    TELEPHONE - AT&T FLORIDA
    MR. TOM MANNING
    6689 E MAGNOLIA STREET
    MILTON, FL. 32570 PH:(850) 463-5176
    TM2709@ATT.COM

3. AT&T FLORIDA WILL COMPLETE ALL WORK DURING THE HOURS OF 7:30 AM - 4:30 PM, MONDAY THRU FRIDAY. NO NIGHT OR WEEKEND WORK.
4. ALL CABLE DAMAGE MUST BE REPORTED TO THE ATT FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 877-737-2478 IF USING A CELL PHONE.
5. ALL VEHICLE LOOP INSTALLATION SHALL BE DONE AS PER FDOT INDEX 660-001.
6. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
7. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

BARRIER ISLAND SAND NOTES:

1. PROTECTION REQUIRED. THE COUNTY RECOGNIZES THAT THE WHITE SANDS OF PERDIDO KEY AND PENSACOLA BEACH PROMOTE TOURISM AND ENHANCE THE QUALITY OF LIFE OF THE RESIDENTS OF THE COUNTY, AND THAT THE PERMANENT DISCOLORATION, DARKENING OR STAINING OF THE SANDS WOULD HARM THE PUBLIC WELFARE. TO MAINTAIN, PRESERVE AND PROTECT THE NATURAL FUNCTION AND COLOR OF THESE FINE TO MEDIUM GRAINED WHITE SANDS, THE IMPORTATION, USE, AND RELOCATION OF RED CLAY AND OTHER MATERIALS THAT TEND TO DISCOLOR, DARKEN OR STAIN THE NATURAL WHITE SANDS OF PERDIDO KEY AND SANTA ROSA ISLAND IS PROHIBITED. ADDITIONALLY, TRANSPORTATION OF PROHIBITED MATERIALS WHEN EXPOSED TO WIND OR WATER SHALL BE PREVENTED ON THE ISLANDS BY CONTAINMENT AND REMOVAL. APPROVED AND PROHIBITED MATERIAL SPECIFICATIONS ARE PROVIDED IN CHAPTER 2, BARRIER ISLAND SAND SECTION OF THE DESIGN STANDARDS MANUAL (DSM).
2. APPLICABILITY. THERE SHALL BE NO DISTINCTION MADE REGARDING THE APPLICABILITY OF THE PROVISIONS OF THIS SECTION BETWEEN PERDIDO KEY AND SANTA ROSA ISLAND SOIL MATERIAL. HOWEVER, THE COUNTY MAY, UPON SPECIFIC CONSIDERATION, DIFFERENTIATE BETWEEN THE ALLOWABLE SOIL MATERIAL OF THE GULF-FRONT BEACH, GULF-FRONT (PRIMARY) DUNES, SOUND SIDE BEACH, INTERIOR (SECONDARY) DUNES AND FORESTED ECOSYSTEMS.
3. PERMIT REQUIRED. ALL PROJECTS INVOLVING THE PLACEMENT OF SAND OR OTHER CONSTRUCTION OR LANDSCAPING MATERIALS ON SANTA ROSA ISLAND OR PERDIDO KEY SHALL REQUIRE COUNTY APPROVAL OF A REPRESENTATIVE SAMPLE OF THE MATERIALS ACCORDING TO THE COMPLIANCE REVIEW PROCESSES OF CHAPTER 2 PRIOR TO TRANSPORT ON THE BARRIER ISLANDS.
4. PROHIBITED IMPORTATION, TRANSFER AND USE. THE FOLLOWING PROHIBITIONS ON THE IMPORTATION, TRANSFER AND USE OF SOME MATERIALS ON BARRIER ISLANDS RE BASED ON APPROVED AND PROHIBITED MATERIALS AS PRESCRIBED IN THIS SECTION:

    NO PERSON MAY IMPORT OR CAUSE TO BE IMPORTED ONTO SANTA ROSA ISLAND OR PERDIDO KEY ANY CONSTRUCTION OR LANDSCAPING MATERIAL WHICH IS NOT AN APPROVED MATERIAL.

    NO PERSON MAY USE, OR TRANSFER FOR USE, ANY PROHIBITED MATERIAL IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

    NO PERSON MAY TRANSFER FROM PARCEL TO PARCEL ANY CONSTRUCTION MATERIAL WHICH IS NOT AN APPROVED MATERIAL WHERE SUCH MATERIAL IS TO BE USED IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

5. REMOVAL OF PROHIBITED MATERIALS.

    GENERAL. ANY TIME RECONSTRUCTION, REDEVELOPMENT, IMPROVEMENT OR USE OF A SITE ON SANTA ROSA ISLAND OR PERDIDO KEY UNCOVERS OR EXPOSES "PROHIBITED MATERIALS" AS DEFINED IN DSM CHAPTER 2, BARRIER ISLAND SAND SECTION THOSE MATERIALS MUST BE IMMEDIATELY REMOVED FROM THE SITE AND RELOCATED OFF THE BARRIER ISLAND.

    UTILITIES. ANY TIME A UTILITY COMPANY, AUTHORITY, OR FRANCHISEE, WHICH HAS ACQUIRED USE OF THE COUNTY'S RIGHTS-OF-WAY, EASEMENTS OR OTHER INTEREST BY PERMISSION, AGREEMENT OR LAW TO PROVIDE SERVICES TO CONSUMERS, SHALL UNCOVER OR EXPOSE ANY PROHIBITED MATERIAL DURING THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF ITS SYSTEM ON SANTA ROSA ISLAND OR PERDIDO KEY, IT SHALL REMOVE FROM THE BARRIER ISLAND THE PROHIBITED MATERIAL DISTURBED BY THE WORK AND REPLACE IT WITH APPROVED MATERIALS. THE PROHIBITED MATERIALS SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID THEIR RELEASE BY WIND, WATER, OR OTHER MEANS ONTO ADJACENT LANDS OR WATERS.

    BCC APPROVED EXEMPTION. THE BCC MAY EXEMPT THE APPLICATION OF THESE REMOVAL PROVISIONS FOR PARTICULAR PROJECTS OR PARTS OF PROJECTS UPON DETERMINATION BY A FOUR-FIFTHS VOTE OF THE BOARD THAT AN EMERGENCY EXISTS AND THAT AN IMMEDIATE EXEMPTION IS REQUIRED TO PROTECT THE PUBLIC HEALTH, SAFETY OR WELFARE.

    REMOVAL TIME. THE REQUIREMENT FOR IMMEDIATE REMOVAL OF PROHIBITED MATERIALS MAY BE RELAXED IF THE MATERIALS ARE CONFIRMED TO BE CONTAINED IN SUCH A WAY AS TO PRECLUDE THEIR TRANSFER BY WIND, WATER OR OTHER MEANS WITHIN THE PARCEL OR ONTO ADJACENT PARCELS OR WATERS, AND IF THE DELAY IS OTHERWISE CONSISTENT WITH THE PURPOSE AND INTENT OF THIS SECTION. HOWEVER, PROHIBITED MATERIALS MAY REMAIN ON THE SITE WHERE EXPOSED OR ON THE BARRIER ISLAND FOR NO MORE THAN 48 HOURS. THE COUNTY SHALL PROMULGATE APPROVED METHODS OF CONTAINING AND TRANSPORTING PROHIBITED MATERIALS REQUIRED TO BE REMOVED.

6. APPROVED MATERIAL. APPROVED MATERIALS ARE THOSE CONSTRUCTIONS AND LANDSCAPING MATERIALS WHOSE MINERALOGICAL COMPOSITION IS WHITE FINE TO MEDIUM GRAINED QUARTZ SAND. HOWEVER, OYSTER SHELL, LIMESTONE OR WHITE DOLOMITE MAY BE USED FOR ROADBED OR FOUNDATION CONSTRUCTION IF REASONABLY THE SAME COLOR AS APPROVED SAND AFTER EXPOSURE TO THE SUN AND NOT CONTAINING CLAY OR OTHER DISCOLORING, STAINING OR DARKENING MATERIAL. FOR THE PURPOSES OF THIS SECTION, WHITE FINE TO MEDIUM GRAINED QUARTZ SAND SHALL HAVE THE FOLLOWING CHARACTERISTICS:

    COLOR. A MUNSELL COLOR CHART VALUE OF 9.25 OR WHITER AND A CHROMA OF 0.5 OR LESS ON THE 2.5, 5, 7.5 OR 10YR SCALE WHEN CHECKED IN AN AIR-DRY CONDITION.

    GRAIN SIZE. A GRAIN SIZE OF 75 PERCENT OF THE SAMPLE BY WEIGHT BETWEEN 0.43 MILLIMETERS (MM) AND 0.08 MM, WITH THE REMAINING 25 PERCENT BEING COARSER THAN 0.43 MM BUT NOT LARGER THAN 1.0 MM AS DESCRIBEDUNDER THE UNIFIED SOIL CLASSIFICATION SYSTEM. THIS CORRESPONDS TO THE NUMBER 40-200 SIEVE SIZES FOR GRADATION CURVE ANALYSIS.

7. PROHIBITED MATERIAL. PROHIBITED MATERIALS ARE ANY DARKENING, DISCOLORING OR STAINING MATERIALS HAVING THE ABILITY TO PERMANENTLY (GREATER THAN SIX MONTHS) CHANGE THE COLOR OR DARKEN THE NATURAL WHITE SANDS OF SANTA ROSA ISLAND OR PERDIDO KEY, OR ANY APPROVED MATERIALS, WHENEVER COMING INTO CONTACT WITH THEM. PROHIBITED MATERIALS INCLUDE ANY WITH THE FOLLOWING CHARACTERISTICS:

    COLOR. A COLOR DARKER THAN THE COLOR REQUIRED FOR APPROVED MATERIALS.

    GRAIN SIZE. A GRAIN SIZE WITH OVER TEN PERCENT BY WEIGHT OF THE SAMPLE OUTSIDE THE RANGE REQUIRED FOR APPROVED MATERIALS.

    COMPOSITION OR CHARACTER. ANY MATERIAL WHICH, IN WHOLE OR IN PART, IS COMPOSED OF OR CONTAINS CLAY OR ANY OTHER SUBSTANCE THAT WOULD DARKEN, STAIN OR DISCOLOR THE NATURAL BARRIER ISLAND SANDS OR APPROVED MATERIAL

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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

GENERAL NOTES SHEET

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
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THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN CONTAINS REFERENCES TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE DESIGN STANDARDS, OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS, THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCES IN THIS NARRATIVE, THE CONTRACTOR'S APPROVED EROSION CONTROL PLAN AS SPECIFIED BY FDEP, EPA, APPLIABLE LDC, AND REPORTS OF INSPECTIONS MADE DURING CONSTRUCTION.

1.0 SITE DESCRIPTION

1.A NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF THE ADDITION OF SIDEWALK AND DRIVEWAYS ON PENSACOLA BEACH BOULEVARD AND FORT PICKENS ROAD

1.B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCE OF CONSTRUCTION FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF MAJOR ACTIVITIES DESCRIBED BELOW, UNLESS THE CONTRACTOR PROPOSES A DIFFERENT SEQUENCE THAT IS EQUAL OR BETTER AT CONTROLLING EROSION AND TRAPPING SEDIMENT AND IS APPROVED BY THE ENGINEER.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

1. CLEARING AND GRUBBING, EARTHWORK FOR SIDEWALK AND DRIVEWAY CONSTRUCTION

1.C. AREA ESTIMATES:
TOTAL SITE AREA: 9.27 ACRES
TOTAL AREA TO BE DISTURBED: 9.27 *ACRES*

1.D. RUNOFF DATA:

RUNOFF COEFFICIENTS:
BEFORE: *0.4*
DURING: 0.4
AFTER: *0.4*
SOILS DATA: *SILT/ LOAM*

OUTFALL INFORMATION:
FORT PICKENS RD. AND PENSACOLA BEACH BLVD ARE DISCHARGED INTO THE GULF OF MEXICO.

1.E. SITE MAP:

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS. THE LOCATION OF THE REQUIRED INFORMATION IS DESCRIBED BELOW. THE SHEET NUMBERS FOR THE PLAN SHEETS REFERENCED ARE IDENTIFIED ON THE KEY SHEET OF THESE CONSTRUCTION PLANS.

- APPROXIMATE SLOPES: THE SLOPES OF THE SITE CAN BE SEEN IN PLAN SHEETS
- AREAS OF SOIL DISTURBANCE: THE AREAS TO BE DISTURBED ARE INDICATED ON THE PLAN SHEETS. ANY AREAS WHERE PERMANENT FEATURES ARE SHOWN TO BE CONSTRUCTED ABOVE OR BELOW GROUND WILL BE DISTURBED.
- AREAS NOT TO BE DISTURBED : SODDED / MAINTAINED AREAS BEYOND WEST ROW, EAST ROW.
- LOCATIONS OF TEMPORARY CONTROLS: TO BE SHOWN ON THE CONTRACTORS APPROVED EROSION CONTROL PLAN. SEDIMENTATION BASIN AND FLOATING/ STAKED TURBIDITY BARRIER ARE SUGGESTED.
- LOCATIONS OF PERMANENT CONTROLS: SOD ALL DISTURBED NON-PAVED AREAS (EXCLUDING DITCH BOTTOM)
- AREAS TO BE STABILIZED: ROADSIDE SWALES/ DITCHES.

1.F RECEIVING WATERS:
SEE ITEM 1.D. FOR THE OUTFALL LOCATIONS AND RECEIVING WATER NAMES.

2.0 CONTROLS

2.A. EROSION AND SEDIMENT CONTROLS:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STABILIZATION AND STRUCTURAL PRACTICES. THE FOLLOWING RECOMMENDED GUIDELINES ARE BASED ON THE GRADING PLAN OUTLINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR MAY CHOOSE TO ACCEPT THE FOLLOWING GUIDELINES OR MODIFY THEM IN THE SEDIMENT AND EROSION CONTROL PLAN, SUBJECT TO APPROVAL BY THE ENGINEER. AS WORK PROGRESSES, THE CONTRACTOR SHALL MODIFY THE PLAN TO ADAPT TO SEASONAL VARIATION, CHANGES IN CONSTRUCTION ACTIVITIES, AND THE NEED FOR BETTER PRACTICES.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

2.A.1 STABILIZATION PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE STABILIZATION PRACTICES PROPOSED TO CONTROL EROSION. THE CONTRACTOR SHALL INITIATE ALL STABILIZATION MEASURES AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. THE STABILIZATION PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE PARAGRAPH ABOVE REFERS TO A 7 DAY LIMIT BEFORE INITIATING STABILIZATION. THE DEP GENERIC PERMIT SPECIFIES 7 DAYS, BUT STRICTER REQUIREMENTS FROM OTHER PERMITTING AGENCIES WILL OFTEN APPLY AND SHOULD BE NOTED.

TEMPORARY:
* ARTIFICIAL COVERINGS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* TURF AND SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

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PERMANENT:
* SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

2.A.2 STRUCTURAL PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

TEMPORARY:
* SEDIMENT BARRIERS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* INLET PROTECTION IN ACCORDANCE WITHFSESCI MANUAL (TIER I & II) AND SPECIAL DETAILS SHOWN IN THE TTC PLAN.
* SEDIMENT CONTAINMENT SYSTEM: SILT FENCE AND HAY BALES WILL BE UTILIZED AS THE TEMPORARY SEDIMENT CONTAINMENT SYSTEM.

PERMANENT:
* SOD

2.B STORMWATER MANAGEMENT:

EXISTING ROADSIDE DITCHES COLLECT STORMWATER AND DIRECT IT TO SURROUNDING WETLAND AREAS.

2.C OTHER CONTROLS:

2.C.1 WASTE DISPOSAL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS TO PREVENT THE DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO WATERS OF THE UNITED STATES. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

- PROVIDING LITTLER CONTROL AND COLLECTION WITHIN THE PROJECT DURING CONSTRUCTION ACTIVITIES.
- DISPOSING OF ALL FERTILIZER OR OTHER CHEMICAL CONTAINERS ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER.

2.C.2 OFF-SITE VEHICLE TRACKING & DUST CONTROL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- COVERING LOADED HAUL TRUCKS WITH TARPAULINS.
- REMOVE EXCESS DIRT FROM ROADS DAILY.
- STABILIZING CONSTRUCTION ENTRANCES ACCORDING TO FDOT DESIGN STANDARDS.
- USING ROADWAY SWEEPERS DURING DUST GENERATING ACTIVITIES SUCH AS EXCAVATION AND HANDLING OPERATIONS.

2.C.3 STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC TANK REGULATIONS:

IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED PROCEDURES TO COMPLY WITH APPLICABLE STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, AND SANITARY SEWER OR SEPTIC SYSTEMS.

2.C.4 FERTILIZERS AND PESTICIDES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROCEDURES FOR APPLYING FERTILIZERS AND PESTICIDES. THE PROPOSED PROCEDURES SHALL COMPLY WITH APPLICABLE SUBSECTION OF SECTION 570 OF THE FDOT SPECIFICATIONS.

2.C.5 TOXIC SUBSTANCES

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A LIST OF TOXIC SUBSTANCES THAT ARE LIKELY TO BE USED ON THE JOB AND PROVIDE A PLAN ADDRESSING THE GENERATION, APPLICATION, MIGRATION, STORAGE, AND DISPOSAL OF THESE SUBSTANCES.

2.D.4 APPROVED STATE AND LOCAL PLANS AND PERMITS:

- *THIS PROJECT MEETS THE REQUIREMENTS FOR A PERMIT EXEMPTION PER THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT.*

3.0 MAINTENANCE:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A PLAN FOR MAINTAINING ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT CONSTRUCTION. THE MAINTENANCE PLAN SHALL AT A MINIMUM COMPLY WITH THE FOLLOWING:

SILT FENCE: MAINTAIN PER FSESCI MANUAL (TIER I & II). THE CONTRACTOR SHOULD ANTICIPATE REPLACING SILT FENCE ON 12 MONTH INTERVALS.
- SEDIMENT BARRIERS: REMOVE SEDIMENT AS PER MANUFACTURER'S RECOMMENDATIONS OR WHEN WATER PONDS IN UNACCEPTABLE AMOUNTS OR AREAS.

4.0 INSPECTIONS:

QUALIFIED PERSONNEL SHALL INSPECT THE FOLLOWING ITEMS AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. TO COMPLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN RAIN GAUGES AND RECORD THE DAILY RAINFALL. WHERE SITES HAVE BEEN PERMANENTLY STABILIZED, INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH. THE CONTRACTOR SHALL ALSO INSPECT THAT CONTROLS INSTALLED IN THE FIELD AGREE WITH THE LATEST STORMWATER POLLUTION PREVENTION PLAN.

LIST OF INSPECTION ITEMS
- POINTS OF DISCHARGE TO MUNICIPAL SEPARATE STORM DRAIN SYSTEMS.
- DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- STRUCTURAL CONTROLS.
- STORMWATER MANAGEMENT SYSTEMS.
- LOCATIONS WHERE VEHICLES ENTER THE SITE.

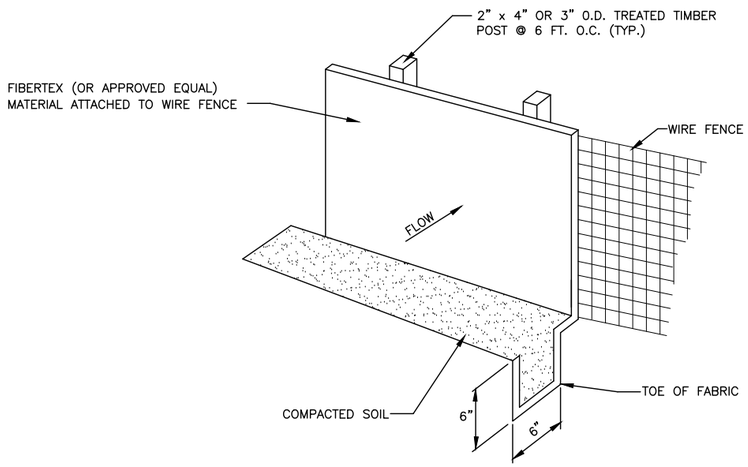
THE CONTRACTOR SHALL INITIATE REPAIRS WITHIN 24 HOURS OF INSPECTIONS THAT INDICATE ITEMS ARE NOT IN GOOD WORKING ORDER. IF INSPECTIONS INDICATE THE INSTALLED STABILIZATION AND STRUCTURAL PRACTICES ARE NOT SUFFICIENT TO MINIMIZE EROSION, RETAIN SEDIMENT, AND PREVENT DISCHARGE OF POLLUTANTS, THAT CONTRACTOR SHALL PROVIDE ADDITIONAL MEASURES, AS APPROVED BY THE ENGINEER.

5.0 NON-STORMWATER DISCHARGES:

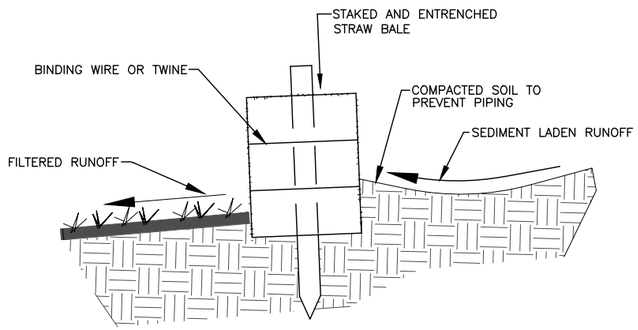
IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES (EXCEPT FLOWS FROM FIRE FIGHTING ACTIVITIES). THE CONTRACTOR SHALL DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION OF THESE NON-STORMWATER DISCHARGES. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOIL OR GROUNDWATER , CONTACT ESCAMBIA COUNTY ENGINEERING.

DEFINITIONS

FLORIDA STORMWATER EROSION & SEDIMENTATION CONTROL INSPECTORS MANUAL - FSESCI MANUAL (TIER I & II).



SILT FENCE DETAIL
NTS



DETAIL OF PROPERLY INSTALLED STRAW BALE
NTS

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PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
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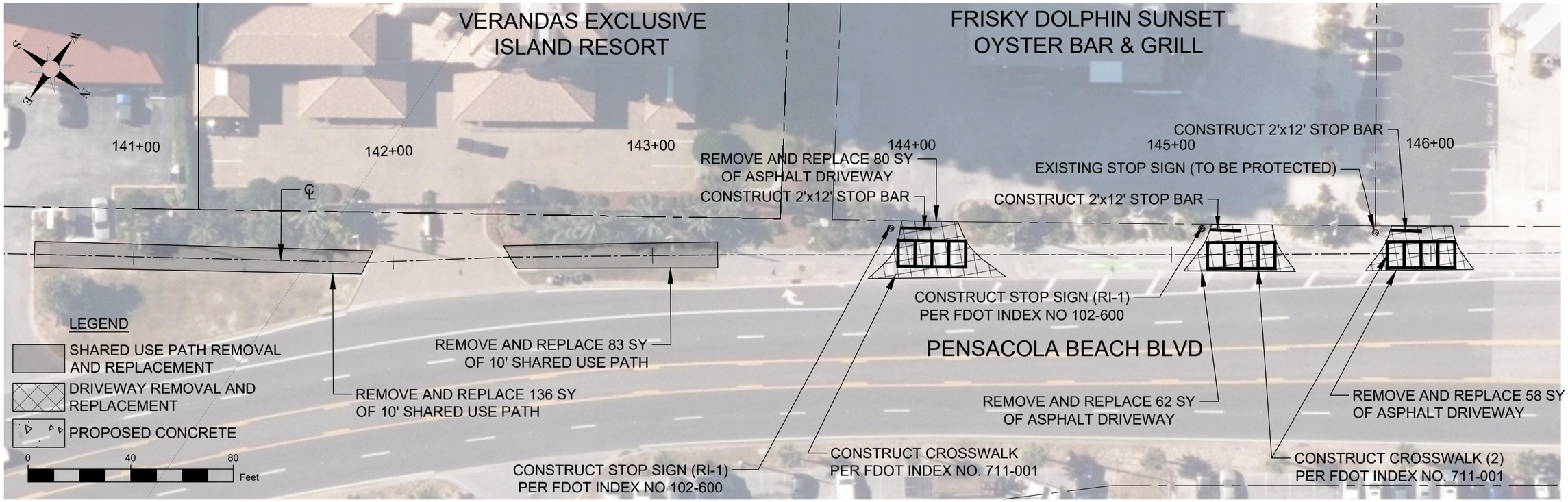
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

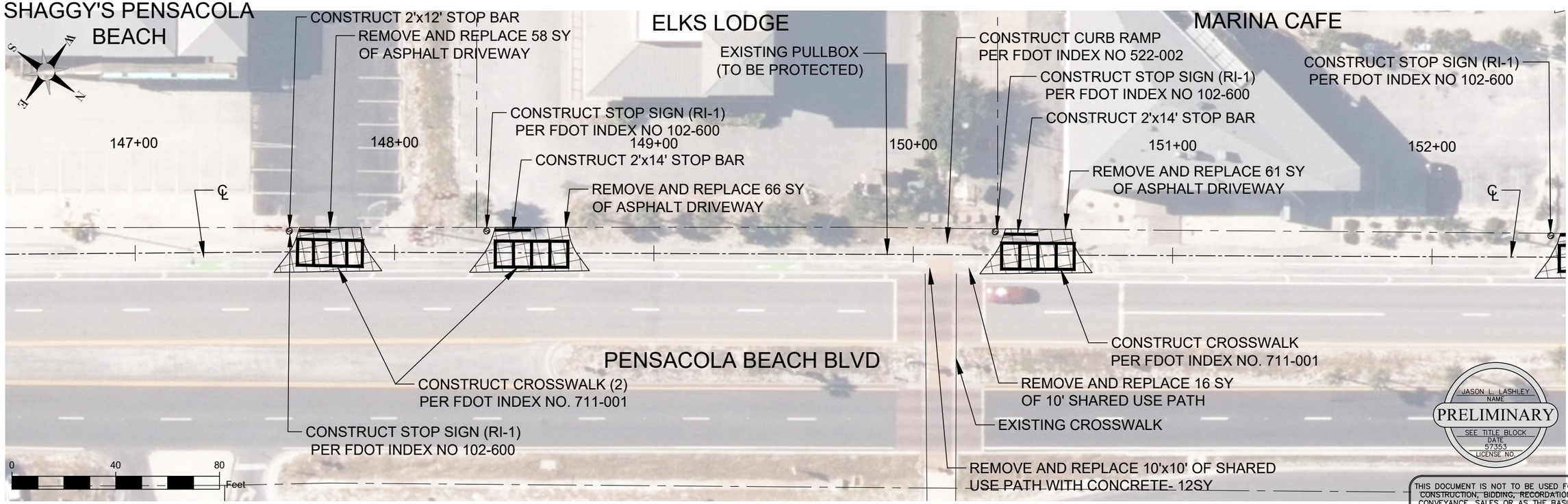
STORMWATER POLLUTION PREVENTION PLAN

NO.	REVISION	DATE

Project Number:	2300758
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Designed By:	M.G.M.
Checked By:	J.L.L.
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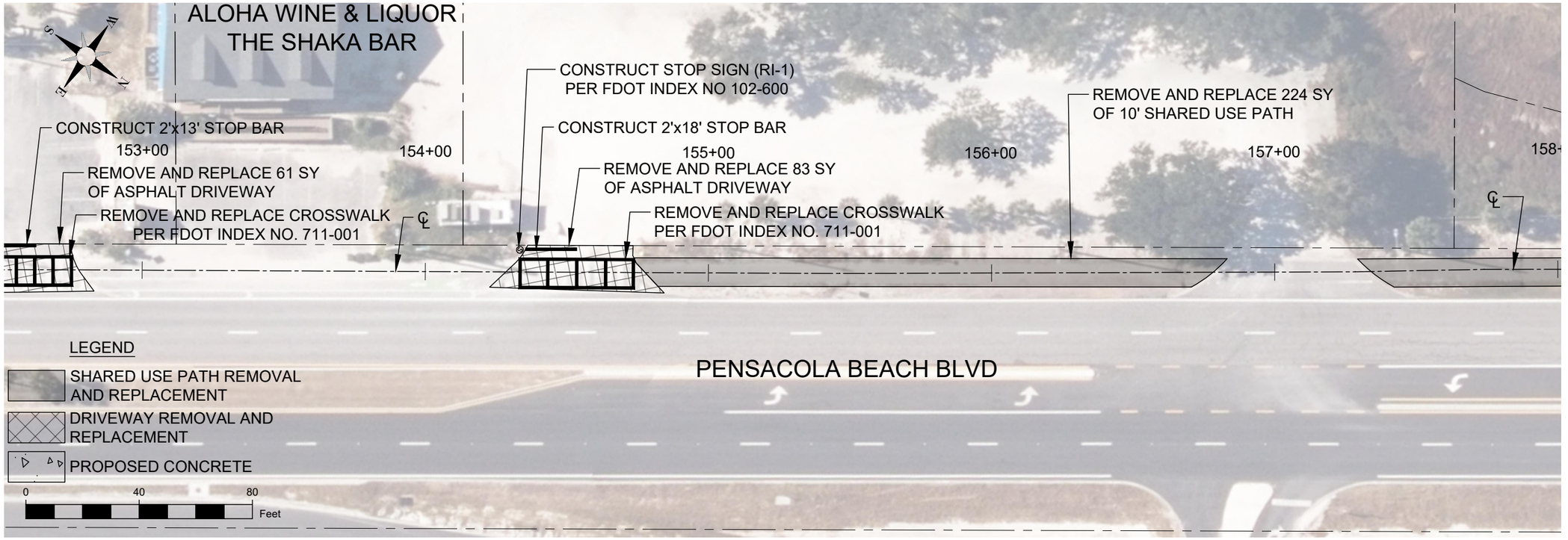
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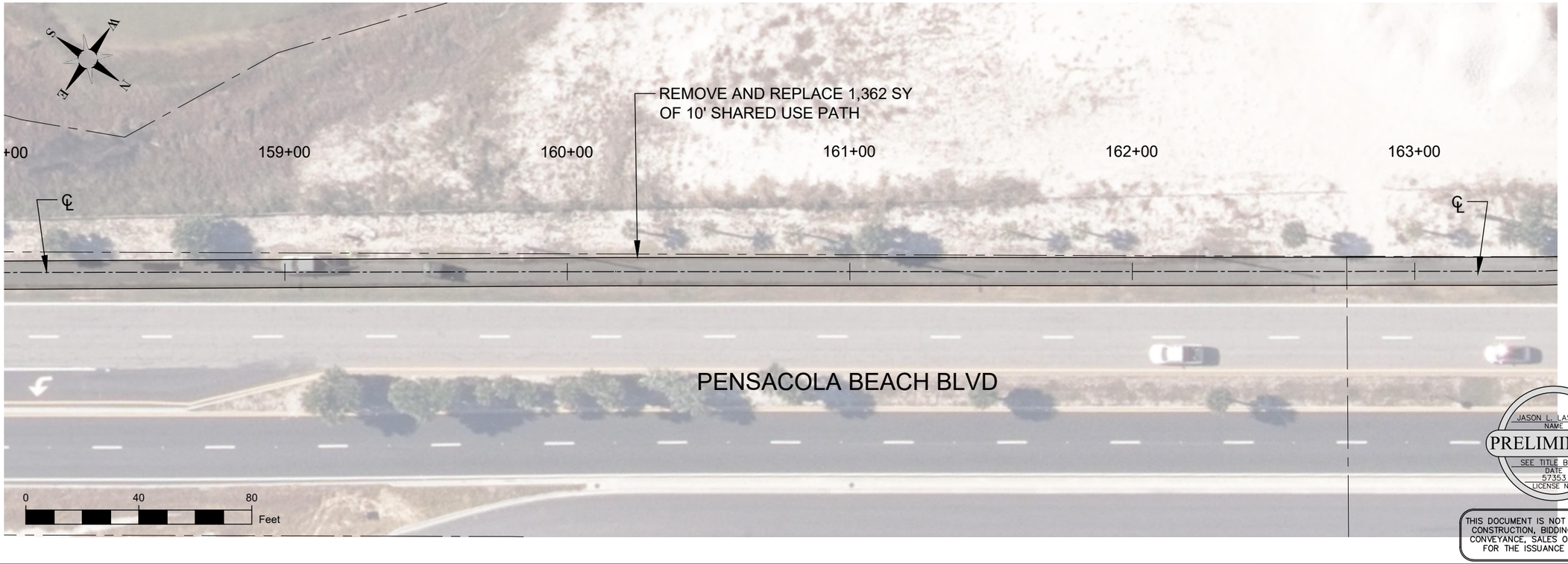
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Designed By:	F.E.A.
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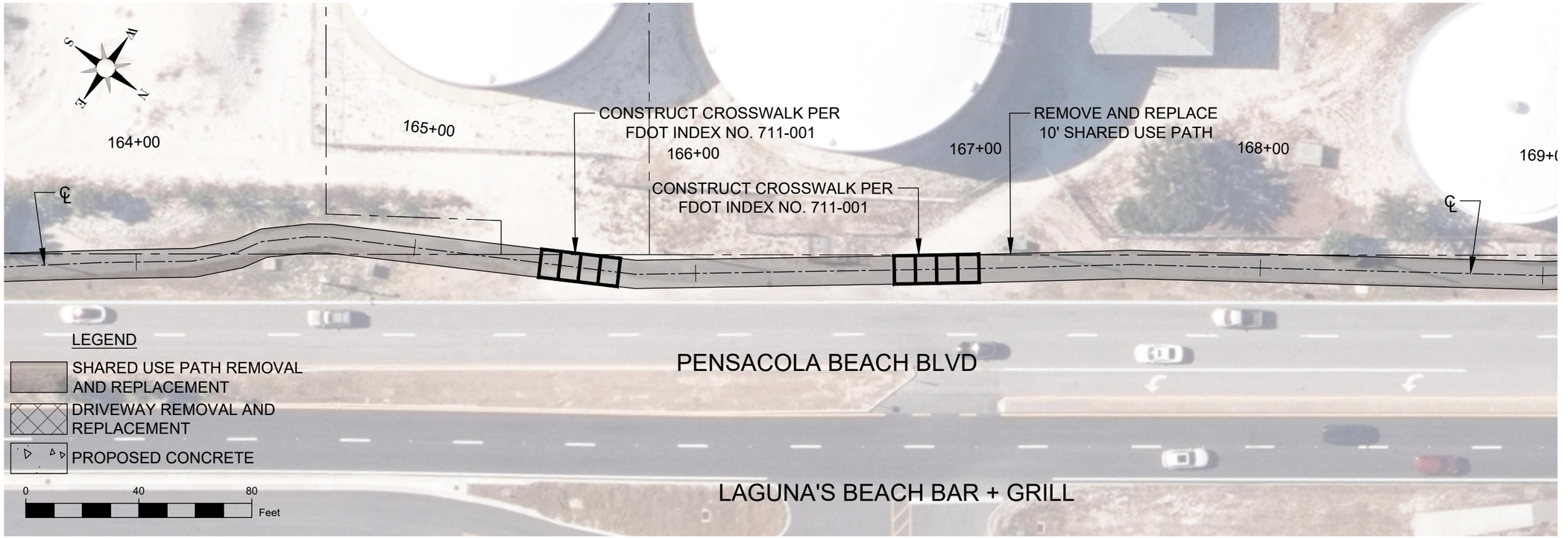
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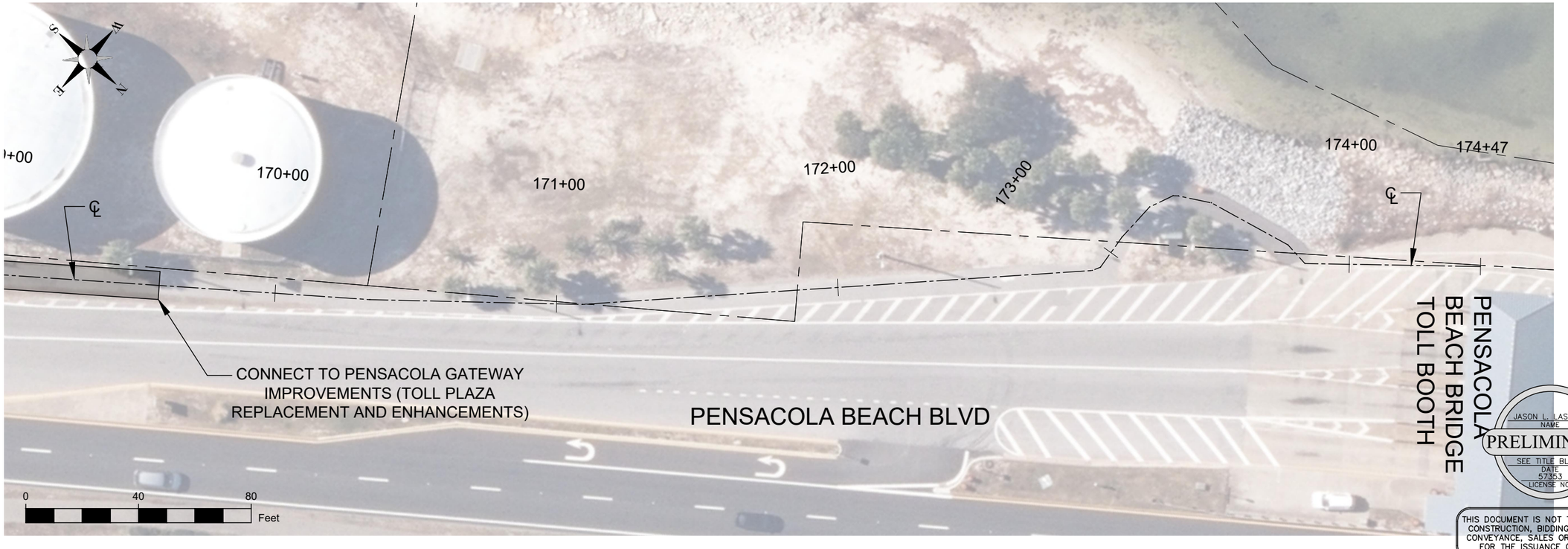
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

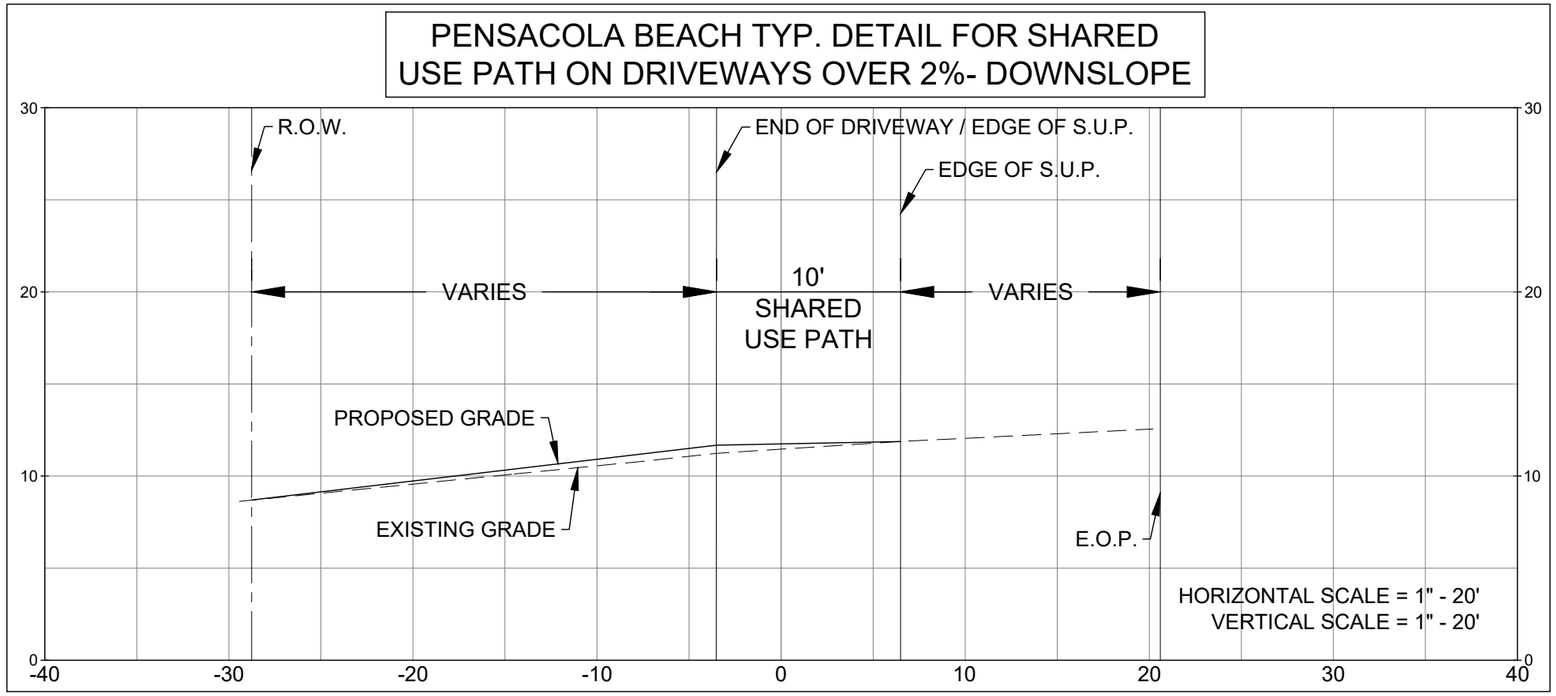
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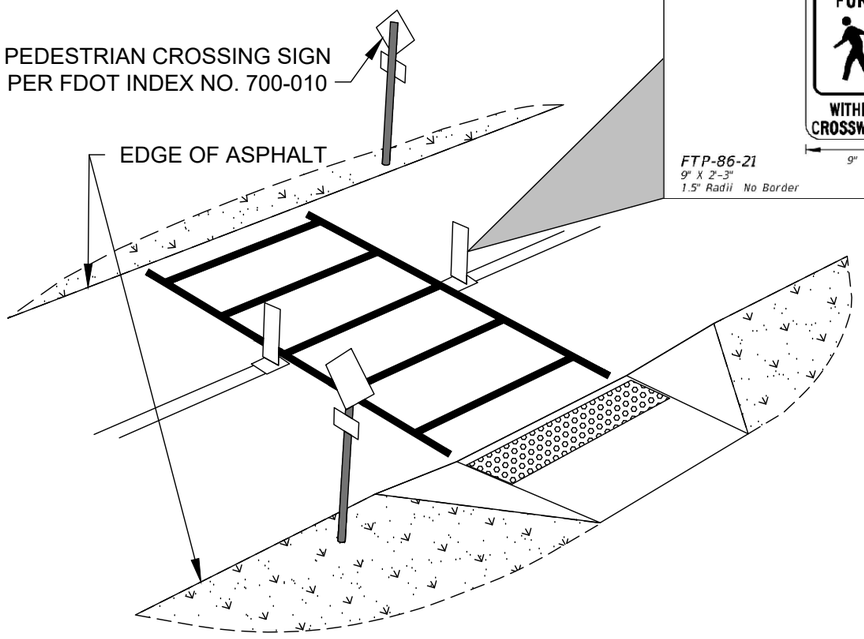
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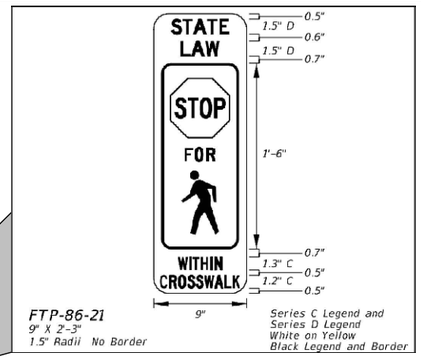
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PENSACOLA BEACH TYP. DETAIL FOR SHARED USE PATH ON DRIVEWAYS OVER 2%- DOWNSLOPE



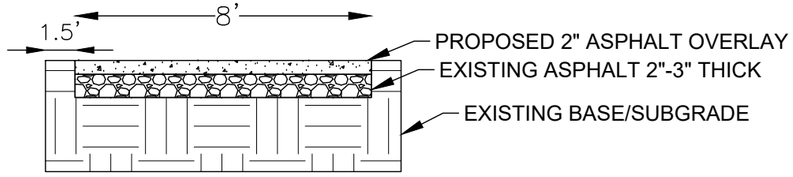
NOTES:
FOR ADDTIONAL INFORMATION ON CROSSWALK SEE FDOT PAVEMENT MARKINGS INDEX NO. 711-001

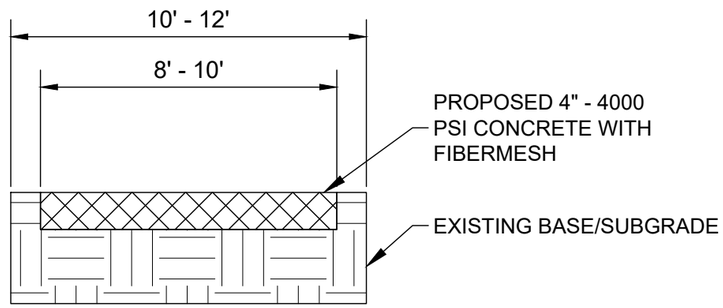




HIGH VISIBILITY CROSSWALK DETAIL
N.T.S.

ASPHALT OVERLAY SHARED USE PATH SECTION DETAIL - ALTERNATE A





CONCRETE REPLACEMENT SHARED USE PATH SECTION DETAIL

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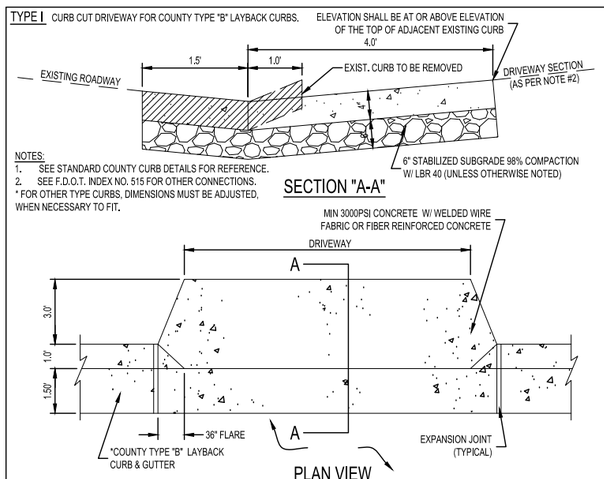
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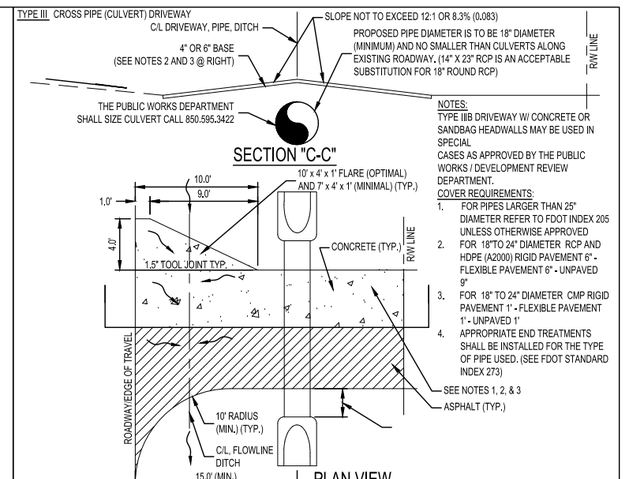


NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE I DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE

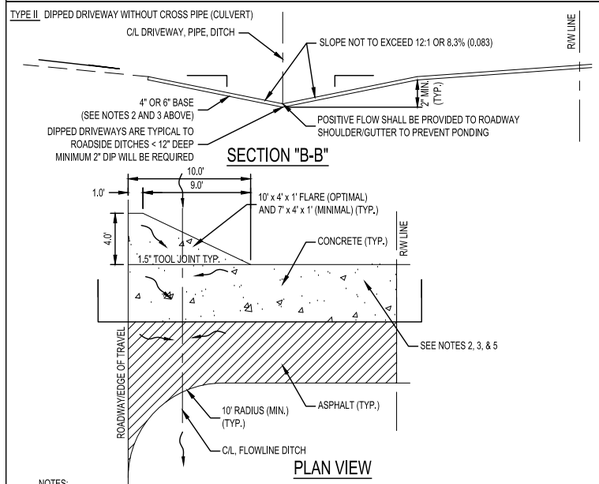


NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE III DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE

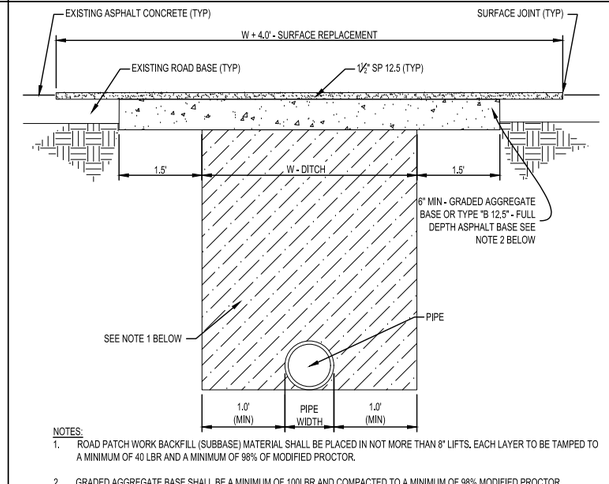


NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

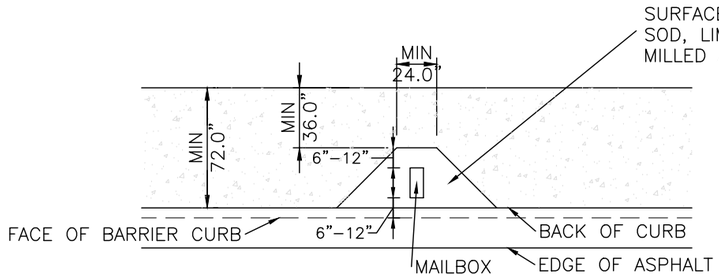
TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE II DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE

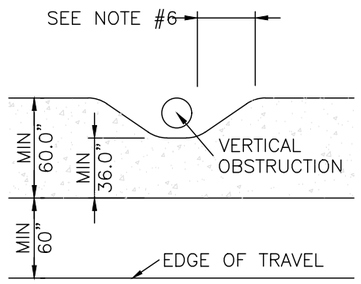


NOTES:
1. ROAD PATCH WORK BACKFILL (SUBBASE) MATERIAL SHALL BE PLACED IN NOT MORE THAN 8" LIFTS, EACH LAYER TO BE TAMPED TO A MINIMUM OF 40 LBR AND A MINIMUM OF 98% OF MODIFIED PROCTOR.
2. GRADED AGGREGATE BASE SHALL BE A MINIMUM OF 100LBR AND COMPACTED TO A MINIMUM OF 98% MODIFIED PROCTOR. CONCRETE SHALL BE A MIN. 3000 PSI, WHEN USED FOR BASE OR ROAD SURFACE.
3. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.
4. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF PAVEMENT WIDTH TO BE PATCHED SAME AS LATERAL PATCH. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER TO BE PATCHED WITH SAME BASE MATERIAL AND ENTIRE ROAD WIDTH RESURFACED.
5. TOP WIDTH OF DITCH (W-DITCH) IS TO BE DETERMINED BY OSHA LAYBACK SLOPE REQUIREMENTS FOR DEPTH OF CUT.

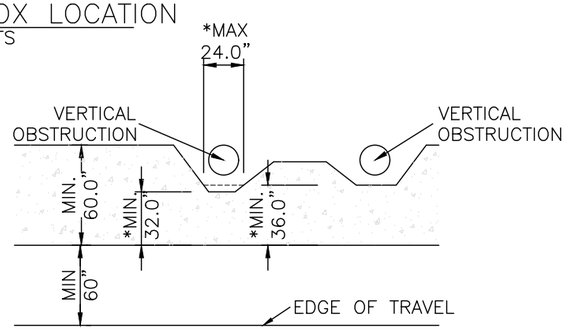
PAVED ROAD (LARGE PATCH) DETAIL
(FOR PATCHES 24" WIDE OR GREATER)
(ALL NOTES APPLY, SEE ABOVE)
NOT TO SCALE



6.0' SIDEWALK DETAIL WITH MAILBOX LOCATION
NTS



MINIMUM CLEAR WIDTH FOR 5.0' SIDEWALK DETAIL WITH VERTICAL OBSTRUCTION
NTS



*SIDEWALK WIDTH MAY BE REDUCED BELOW 36" FOR MAXIMUM SPAN OF 24"

5.0' SIDEWALK EXCEPTION DETAIL WITH VERTICAL OBSTRUCTION
NTS

NOTE:
1) CONTRACTOR SHALL COMPLY WITH ALL ADA, FDOT, AND ESCAMBIA COUNTY SPECIFICATIONS.

2) THE PEDESTRIAN CLEAR WIDTH OF WALKING SURFACES SHALL BE 60MINIMUM. IN AREAS WHERE THE SIDEWALK CAN NOT BE CONSTRUCTED AT 60" WIDE, THE DESIGN ENGINEER SHALL NOTIFY THE COUNTY ENGINEER, OR DESIGNEE, IMMEDIATELY WITH AN ALTERNATE DESIGN OR RESOLUTION. ANY DEVIATION FROM THE STANDARD DESIGN SHALL BE DOCUMENTED AND PROVIDED TO THE APPROPRIATE COUNTY P.M. FOR RECORDING.

3) IF THE VERTICAL OBSTRUCTION DOES NOT ALLOW FOR THE MINIMUM PEDESTRIAN CLEAR WIDTH, THE OBSTRUCTION REQUIRES RELOCATION BY THE APPROPRIATE PROVIDER.

4) MAILBOXES ON CURBED HIGHWAYS, ROADS AND STREETS SHALL BE SET WITH THE FACE OF THE BOX BETWEEN 6" AND 12" BACK OF THE FACE OF CURB AS PER FDOT INDEX 532

5) SIDEWALKS THAT ARE CONSTRUCTED ADJACENT TO TYPE F CURBS, SHALL BE A MIN. 6' WIDE. SIDEWALKS CONSTRUCTED IN AREAS WHERE NO CURBING IS INSTALLED SHALL HAVE A MINIMUM 5' SETBACK FROM TRAVEL LANE AND BE AT LEAST 5' WIDE.

6) IN AREAS WHERE SUFFICIENT RIGHT OF WAY IS AVAILABLE, THE TRANSITION BETWEEN SIDEWALK WIDTHS SHALL BE A MINIMUM OF 10' FEET IN LENGTH.

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

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3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

592 of 1404

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ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

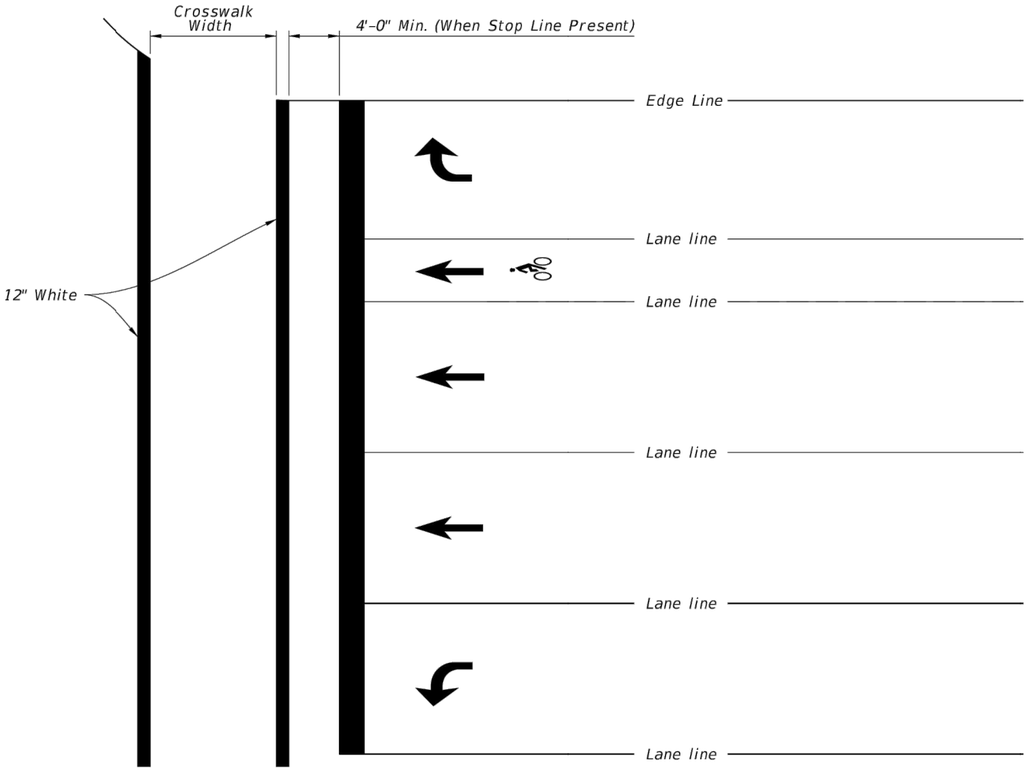
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

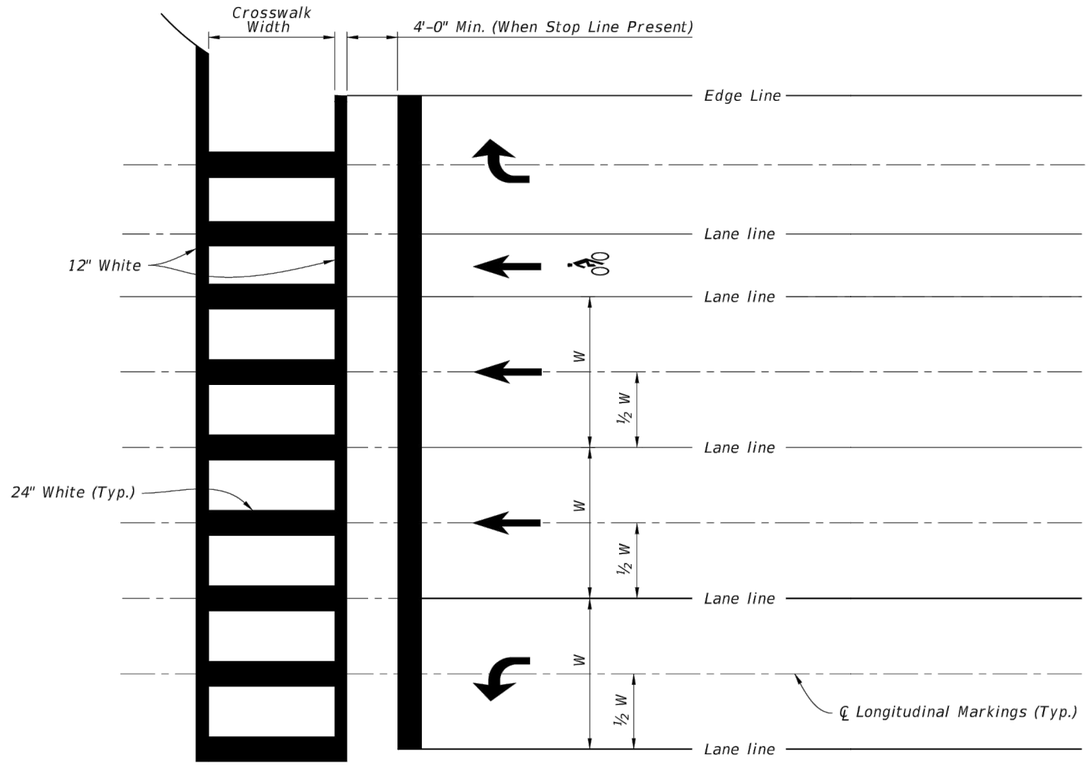
NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 20

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STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

JASON L. LASHLEY
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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX	SHEET
11/01/21					711-001	9 of 13

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
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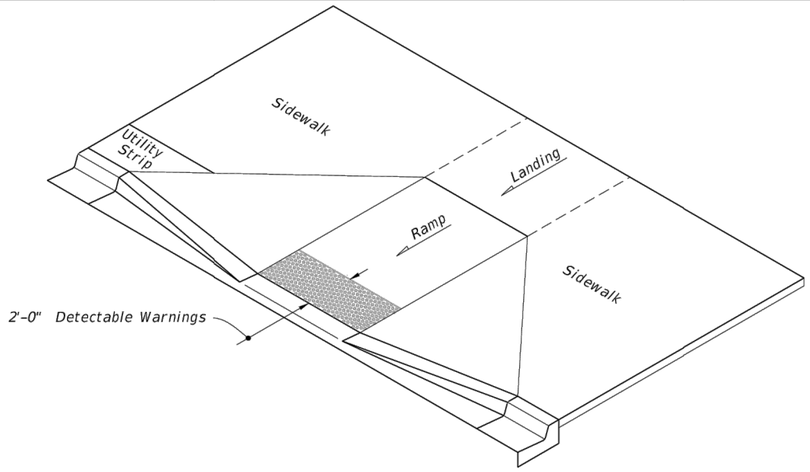
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ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS
DETAILS SHEET

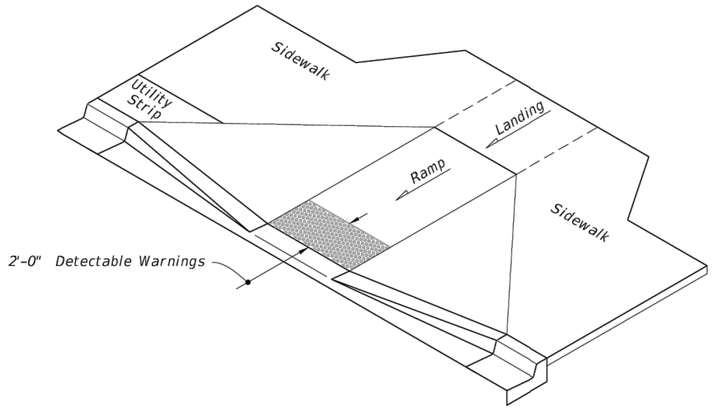
NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 21

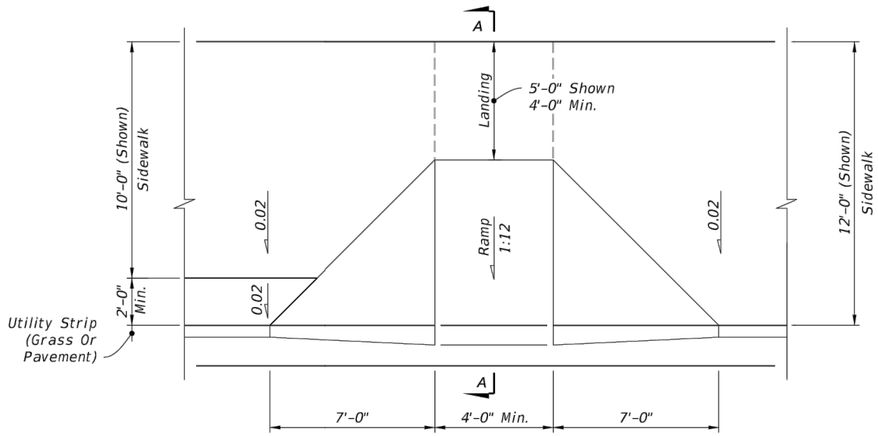
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ISOMETRIC VIEW



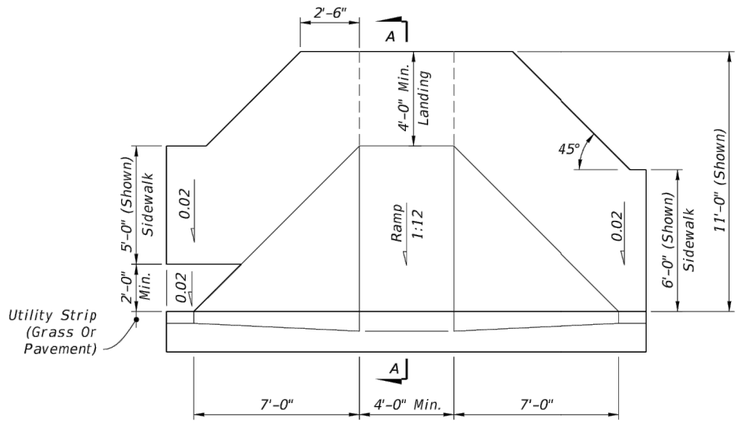
ISOMETRIC VIEW



PLAN VIEW

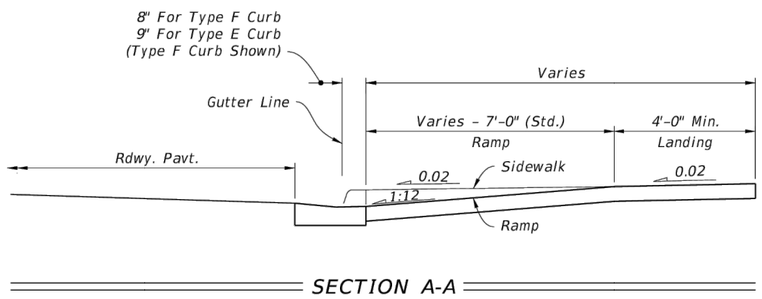
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 7.

CR-A



PLAN VIEW

CR-B



SECTION A-A

JASON L. LASHLEY
NAME
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SIDEWALK CURB RAMPS CR-A AND CR-B

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/20						522-002	2 of 7

3298 SUMMIT BOULEVARD, SUITE 32
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PHONE: (850) 332-7912
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

NO.	REVISION	DATE

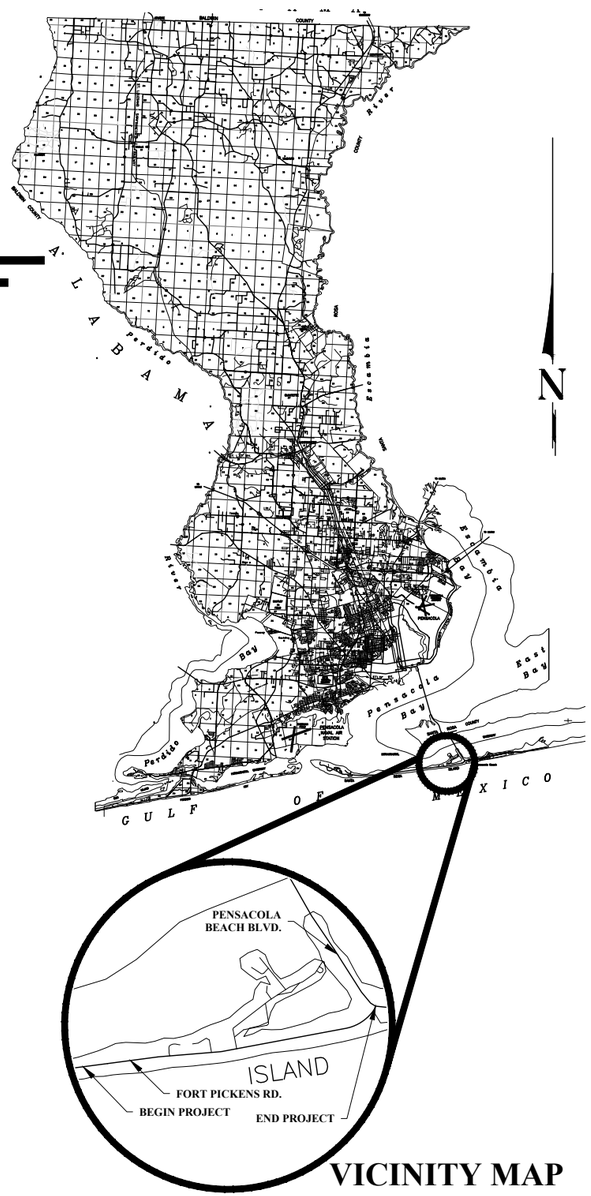
Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	22

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9/10/2024 1:39:36 PM

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ENGINEERING DEPARTMENT

FT. PICKENS RD. SHARED USE PATH - SAFETY AND ADA IMPROVEMENTS -

PHASE VI - STA 110+75 TO STA 137+15
WARRINGTON BANK TO INTERSECTION



VICINITY MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SWPPP SHEET
14-15	PLAN SHEETS
16-19	DETAILS SHEET

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER (CHAIRMAN)
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER (VICE CHAIRMAN)
DISTRICT FIVE	STEVEN BARRY

JASON L. LASHLEY
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THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

FINAL PLANS
DECEMBER, 2025

WAGGONER
3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053

PROJECT MANAGER: Mr. Don Christain	
SECTION / TOWNSHIP / RANGE: S-36/T-1S/R-30	DISTRICT: 3
PROJECT ENGINEER: Jason L. Lashley, P.E.	REG FLA ENG NO: 57353
SIGNATURE:	DATE:

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GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY OR ITS DESIGNEE WILL ASSIST CONTRACTOR WITH REQUIRED PERMITS.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
10. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
12. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
13. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.
14. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
15. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
16. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
17. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.
18. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    MR. JOE BARRETT, PLS
    ESCAMBIA COUNTY SURVEYOR
    3363 WEST PARK PLACE
    PENSACOLA, FLORIDA 32505 PH (850) 595-3427

    SIGMA CONSULTING GROUP, INC
    3298 SUMMIT BOULEVARD, SUITE 32
    PENSACOLA, FLORIDA 32503 PH (850) 332-7912

19. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
20. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.
21. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
22. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
23. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.
24. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
25. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT SPECIFICATIONS AND STANDARD PLANS.
26. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.
27. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION
28. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEM STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

    SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
    MR. JACOB KEARLEY
    P.O. BOX 15311
    PENSACOLA, FL. 32514 PH: (850) 969-5823
    JACOB.KEARLEY@ECUA.FL.GOV

    TELEPHONE - AT&T FLORIDA
    MR. TOM MANNING
    6689 E MAGNOLIA STREET
    MILTON, FL. 32570 PH:(850) 463-5176
    TM2709@ATT.COM

3. AT&T FLORIDA WILL COMPLETE ALL WORK DURING THE HOURS OF 7:30 AM - 4:30 PM, MONDAY THRU FRIDAY. NO NIGHT OR WEEKEND WORK.
4. ALL CABLE DAMAGE MUST BE REPORTED TO THE ATT FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 877-737-2478 IF USING A CELL PHONE.
5. ALL VEHICLE LOOP INSTALLATION SHALL BE DONE AS PER FDOT INDEX 660-001.
6. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
7. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING, RECORDATION CONVEYANCE, SALES OR AS THE BASIS FOR THE ISSUANCE OF A PERMIT

BARRIER ISLAND SAND NOTES:

1. PROTECTION REQUIRED. THE COUNTY RECOGNIZES THAT THE WHITE SANDS OF PERDIDO KEY AND PENSACOLA BEACH PROMOTE TOURISM AND ENHANCE THE QUALITY OF LIFE OF THE RESIDENTS OF THE COUNTY, AND THAT THE PERMANENT DISCOLORATION, DARKENING OR STAINING OF THE SANDS WOULD HARM THE PUBLIC WELFARE. TO MAINTAIN, PRESERVE AND PROTECT THE NATURAL FUNCTION AND COLOR OF THESE FINE TO MEDIUM GRAINED WHITE SANDS, THE IMPORTATION, USE, AND RELOCATION OF RED CLAY AND OTHER MATERIALS THAT TEND TO DISCOLOR, DARKEN OR STAIN THE NATURAL WHITE SANDS OF PERDIDO KEY AND SANTA ROSA ISLAND IS PROHIBITED. ADDITIONALLY, TRANSPORTATION OF PROHIBITED MATERIALS WHEN EXPOSED TO WIND OR WATER SHALL BE PREVENTED ON THE ISLANDS BY CONTAINMENT AND REMOVAL. APPROVED AND PROHIBITED MATERIAL SPECIFICATIONS ARE PROVIDED IN CHAPTER 2, BARRIER ISLAND SAND SECTION OF THE DESIGN STANDARDS MANUAL (DSM).
2. APPLICABILITY. THERE SHALL BE NO DISTINCTION MADE REGARDING THE APPLICABILITY OF THE PROVISIONS OF THIS SECTION BETWEEN PERDIDO KEY AND SANTA ROSA ISLAND SOIL MATERIAL. HOWEVER, THE COUNTY MAY, UPON SPECIFIC CONSIDERATION, DIFFERENTIATE BETWEEN THE ALLOWABLE SOIL MATERIAL OF THE GULF-FRONT BEACH, GULF-FRONT (PRIMARY) DUNES, SOUND SIDE BEACH, INTERIOR (SECONDARY) DUNES AND FORESTED ECOSYSTEMS.
3. PERMIT REQUIRED. ALL PROJECTS INVOLVING THE PLACEMENT OF SAND OR OTHER CONSTRUCTION OR LANDSCAPING MATERIALS ON SANTA ROSA ISLAND OR PERDIDO KEY SHALL REQUIRE COUNTY APPROVAL OF A REPRESENTATIVE SAMPLE OF THE MATERIALS ACCORDING TO THE COMPLIANCE REVIEW PROCESSES OF CHAPTER 2 PRIOR TO TRANSPORT ON THE BARRIER ISLANDS.
4. PROHIBITED IMPORTATION, TRANSFER AND USE. THE FOLLOWING PROHIBITIONS ON THE IMPORTATION, TRANSFER AND USE OF SOME MATERIALS ON BARRIER ISLANDS RE BASED ON APPROVED AND PROHIBITED MATERIALS AS PRESCRIBED IN THIS SECTION:

    NO PERSON MAY IMPORT OR CAUSE TO BE IMPORTED ONTO SANTA ROSA ISLAND OR PERDIDO KEY ANY CONSTRUCTION OR LANDSCAPING MATERIAL WHICH IS NOT AN APPROVED MATERIAL.

    NO PERSON MAY USE, OR TRANSFER FOR USE, ANY PROHIBITED MATERIAL IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

    NO PERSON MAY TRANSFER FROM PARCEL TO PARCEL ANY CONSTRUCTION MATERIAL WHICH IS NOT AN APPROVED MATERIAL WHERE SUCH MATERIAL IS TO BE USED IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

5. REMOVAL OF PROHIBITED MATERIALS.

    GENERAL. ANY TIME RECONSTRUCTION, REDEVELOPMENT, IMPROVEMENT OR USE OF A SITE ON SANTA ROSA ISLAND OR PERDIDO KEY UNCOVERS OR EXPOSES "PROHIBITED MATERIALS" AS DEFINED IN DSM CHAPTER 2, BARRIER ISLAND SAND SECTION THOSE MATERIALS MUST BE IMMEDIATELY REMOVED FROM THE SITE AND RELOCATED OFF THE BARRIER ISLAND.

    UTILITIES. ANY TIME A UTILITY COMPANY, AUTHORITY, OR FRANCHISEE, WHICH HAS ACQUIRED USE OF THE COUNTY'S RIGHTS-OF-WAY, EASEMENTS OR OTHER INTEREST BY PERMISSION, AGREEMENT OR LAW TO PROVIDE SERVICES TO CONSUMERS, SHALL UNCOVER OR EXPOSE ANY PROHIBITED MATERIAL DURING THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF ITS SYSTEM ON SANTA ROSA ISLAND OR PERDIDO KEY, IT SHALL REMOVE FROM THE BARRIER ISLAND THE PROHIBITED MATERIAL DISTURBED BY THE WORK AND REPLACE IT WITH APPROVED MATERIALS. THE PROHIBITED MATERIALS SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID THEIR RELEASE BY WIND, WATER, OR OTHER MEANS ONTO ADJACENT LANDS OR WATERS.

    BCC APPROVED EXEMPTION. THE BCC MAY EXEMPT THE APPLICATION OF THESE REMOVAL PROVISIONS FOR PARTICULAR PROJECTS OR PARTS OF PROJECTS UPON DETERMINATION BY A FOUR-FIFTHS VOTE OF THE BOARD THAT AN EMERGENCY EXISTS AND THAT AN IMMEDIATE EXEMPTION IS REQUIRED TO PROTECT THE PUBLIC HEALTH, SAFETY OR WELFARE.

    REMOVAL TIME. THE REQUIREMENT FOR IMMEDIATE REMOVAL OF PROHIBITED MATERIALS MAY BE RELAXED IF THE MATERIALS ARE CONFIRMED TO BE CONTAINED IN SUCH A WAY AS TO PRECLUDE THEIR TRANSFER BY WIND, WATER OR OTHER MEANS WITHIN THE PARCEL OR ONTO ADJACENT PARCELS OR WATERS, AND IF THE DELAY IS OTHERWISE CONSISTENT WITH THE PURPOSE AND INTENT OF THIS SECTION. HOWEVER, PROHIBITED MATERIALS MAY REMAIN ON THE SITE WHERE EXPOSED OR ON THE BARRIER ISLAND FOR NO MORE THAN 48 HOURS. THE COUNTY SHALL PROMULGATE APPROVED METHODS OF CONTAINING AND TRANSPORTING PROHIBITED MATERIALS REQUIRED TO BE REMOVED.

6. APPROVED MATERIAL. APPROVED MATERIALS ARE THOSE CONSTRUCTIONS AND LANDSCAPING MATERIALS WHOSE MINERALOGICAL COMPOSITION IS WHITE FINE TO MEDIUM GRAINED QUARTZ SAND. HOWEVER, OYSTER SHELL, LIMESTONE OR WHITE DOLOMITE MAY BE USED FOR ROADBED OR FOUNDATION CONSTRUCTION IF REASONABLY THE SAME COLOR AS APPROVED SAND AFTER EXPOSURE TO THE SUN AND NOT CONTAINING CLAY OR OTHER DISCOLORING, STAINING OR DARKENING MATERIAL. FOR THE PURPOSES OF THIS SECTION, WHITE FINE TO MEDIUM GRAINED QUARTZ SAND SHALL HAVE THE FOLLOWING CHARACTERISTICS:

    COLOR. A MUNSELL COLOR CHART VALUE OF 9.25 OR WHITER AND A CHROMA OF 0.5 OR LESS ON THE 2.5, 5, 7.5 OR 10YR SCALE WHEN CHECKED IN AN AIR-DRY CONDITION.

    GRAIN SIZE. A GRAIN SIZE OF 75 PERCENT OF THE SAMPLE BY WEIGHT BETWEEN 0.43 MILLIMETERS (MM) AND 0.08 MM, WITH THE REMAINING 25 PERCENT BEING COARSER THAN 0.43 MM BUT NOT LARGER THAN 1.0 MM AS DESCRIBEDUNDER THE UNIFIED SOIL CLASSIFICATION SYSTEM. THIS CORRESPONDS TO THE NUMBER 40-200 SIEVE SIZES FOR GRADATION CURVE ANALYSIS.

7. PROHIBITED MATERIAL. PROHIBITED MATERIALS ARE ANY DARKENING, DISCOLORING OR STAINING MATERIALS HAVING THE ABILITY TO PERMANENTLY (GREATER THAN SIX MONTHS) CHANGE THE COLOR OR DARKEN THE NATURAL WHITE SANDS OF SANTA ROSA ISLAND OR PERDIDO KEY, OR ANY APPROVED MATERIALS, WHENEVER COMING INTO CONTACT WITH THEM. PROHIBITED MATERIALS INCLUDE ANY WITH THE FOLLOWING CHARACTERISTICS:

    COLOR. A COLOR DARKER THAN THE COLOR REQUIRED FOR APPROVED MATERIALS.

    GRAIN SIZE. A GRAIN SIZE WITH OVER TEN PERCENT BY WEIGHT OF THE SAMPLE OUTSIDE THE RANGE REQUIRED FOR APPROVED MATERIALS.

    COMPOSITION OR CHARACTER. ANY MATERIAL WHICH, IN WHOLE OR IN PART, IS COMPOSED OF OR CONTAINS CLAY OR ANY OTHER SUBSTANCE THAT WOULD DARKEN, STAIN OR DISCOLOR THE NATURAL BARRIER ISLAND SANDS OR APPROVED MATERIAL

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PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

GENERAL NOTES SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 2

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THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN CONTAINS REFERENCES TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE DESIGN STANDARDS, OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS, THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCES IN THIS NARRATIVE, THE CONTRACTOR'S APPROVED EROSION CONTROL PLAN AS SPECIFIED BY FDEP, EPA, APPLIABLE LDC, AND REPORTS OF INSPECTIONS MADE DURING CONSTRUCTION.

1.0 SITE DESCRIPTION

1.A NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF THE ADDITION OF SIDEWALK AND DRIVEWAYS ON PENSACOLA BEACH BOULEVARD AND FORT PICKENS ROAD

1.B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCE OF CONSTRUCTION FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF MAJOR ACTIVITIES DESCRIBED BELOW, UNLESS THE CONTRACTOR PROPOSES A DIFFERENT SEQUENCE THAT IS EQUAL OR BETTER AT CONTROLLING EROSION AND TRAPPING SEDIMENT AND IS APPROVED BY THE ENGINEER.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

1. CLEARING AND GRUBBING, EARTHWORK FOR SIDEWALK AND DRIVEWAY CONSTRUCTION

1.C. AREA ESTIMATES:
TOTAL SITE AREA: 9.27 ACRES
TOTAL AREA TO BE DISTURBED: 9.27 *ACRES*

1.D. RUNOFF DATA:

RUNOFF COEFFICIENTS:
BEFORE: *0.4*
DURING: 0.4
AFTER: *0.4*
SOILS DATA: *SILT/ LOAM*

OUTFALL INFORMATION:
FORT PICKENS RD. AND PENSACOLA BEACH BLVD ARE DISCHARGED INTO THE GULF OF MEXICO.

1.E. SITE MAP:

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS. THE LOCATION OF THE REQUIRED INFORMATION IS DESCRIBED BELOW. THE SHEET NUMBERS FOR THE PLAN SHEETS REFERENCED ARE IDENTIFIED ON THE KEY SHEET OF THESE CONSTRUCTION PLANS.

- APPROXIMATE SLOPES: THE SLOPES OF THE SITE CAN BE SEEN IN PLAN SHEETS
- AREAS OF SOIL DISTURBANCE: THE AREAS TO BE DISTURBED ARE INDICATED ON THE PLAN SHEETS. ANY AREAS WHERE PERMANENT FEATURES ARE SHOWN TO BE CONSTRUCTED ABOVE OR BELOW GROUND WILL BE DISTURBED.
- AREAS NOT TO BE DISTURBED : SODDED / MAINTAINED AREAS BEYOND WEST ROW, EAST ROW.
- LOCATIONS OF TEMPORARY CONTROLS: TO BE SHOWN ON THE CONTRACTORS APPROVED EROSION CONTROL PLAN. SEDIMENTATION BASIN AND FLOATING/ STAKED TURBIDITY BARRIER ARE SUGGESTED.
- LOCATIONS OF PERMANENT CONTROLS: SOD ALL DISTURBED NON-PAVED AREAS (EXCLUDING DITCH BOTTOM)
- AREAS TO BE STABILIZED: ROADSIDE SWALES/ DITCHES.

1.F RECEIVING WATERS:
SEE ITEM 1.D. FOR THE OUTFALL LOCATIONS AND RECEIVING WATER NAMES.

2.0 CONTROLS

2.A. EROSION AND SEDIMENT CONTROLS:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STABILIZATION AND STRUCTURAL PRACTICES. THE FOLLOWING RECOMMENDED GUIDELINES ARE BASED ON THE GRADING PLAN OUTLINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR MAY CHOOSE TO ACCEPT THE FOLLOWING GUIDELINES OR MODIFY THEM IN THE SEDIMENT AND EROSION CONTROL PLAN, SUBJECT TO APPROVAL BY THE ENGINEER. AS WORK PROGRESSES, THE CONTRACTOR SHALL MODIFY THE PLAN TO ADAPT TO SEASONAL VARIATION, CHANGES IN CONSTRUCTION ACTIVITIES, AND THE NEED FOR BETTER PRACTICES.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

2.A.1 STABILIZATION PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE STABILIZATION PRACTICES PROPOSED TO CONTROL EROSION. THE CONTRACTOR SHALL INITIATE ALL STABILIZATION MEASURES AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. THE STABILIZATION PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE PARAGRAPH ABOVE REFERS TO A 7 DAY LIMIT BEFORE INITIATING STABILIZATION. THE DEP GENERIC PERMIT SPECIFIES 7 DAYS, BUT STRICTER REQUIREMENTS FROM OTHER PERMITTING AGENCIES WILL OFTEN APPLY AND SHOULD BE NOTED.

TEMPORARY:
* ARTIFICIAL COVERINGS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* TURF AND SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

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PERMANENT:
* SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

2.A.2 STRUCTURAL PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

TEMPORARY:
* SEDIMENT BARRIERS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* INLET PROTECTION IN ACCORDANCE WITHFSESCI MANUAL (TIER I & II) AND SPECIAL DETAILS SHOWN IN THE TTC PLAN.
* SEDIMENT CONTAINMENT SYSTEM: SILT FENCE AND HAY BALES WILL BE UTILIZED AS THE TEMPORARY SEDIMENT CONTAINMENT SYSTEM.

PERMANENT:
* SOD

2.B STORMWATER MANAGEMENT:

EXISTING ROADSIDE DITCHES COLLECT STORMWATER AND DIRECT IT TO SURROUNDING WETLAND AREAS.

2.C OTHER CONTROLS:

2.C.1 WASTE DISPOSAL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS TO PREVENT THE DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO WATERS OF THE UNITED STATES. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

- PROVIDING LITTLER CONTROL AND COLLECTION WITHIN THE PROJECT DURING CONSTRUCTION ACTIVITIES.
- DISPOSING OF ALL FERTILIZER OR OTHER CHEMICAL CONTAINERS ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER.

2.C.2 OFF-SITE VEHICLE TRACKING & DUST CONTROL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- COVERING LOADED HAUL TRUCKS WITH TARPAULINS.
- REMOVE EXCESS DIRT FROM ROADS DAILY.
- STABILIZING CONSTRUCTION ENTRANCES ACCORDING TO FDOT DESIGN STANDARDS.
- USING ROADWAY SWEEPERS DURING DUST GENERATING ACTIVITIES SUCH AS EXCAVATION AND HANDLING OPERATIONS.

2.C.3 STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC TANK REGULATIONS:

IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED PROCEDURES TO COMPLY WITH APPLICABLE STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, AND SANITARY SEWER OR SEPTIC SYSTEMS.

2.C.4 FERTILIZERS AND PESTICIDES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROCEDURES FOR APPLYING FERTILIZERS AND PESTICIDES. THE PROPOSED PROCEDURES SHALL COMPLY WITH APPLICABLE SUBSECTION OF SECTION 570 OF THE FDOT SPECIFICATIONS.

2.C.5 TOXIC SUBSTANCES

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A LIST OF TOXIC SUBSTANCES THAT ARE LIKELY TO BE USED ON THE JOB AND PROVIDE A PLAN ADDRESSING THE GENERATION, APPLICATION, MIGRATION, STORAGE, AND DISPOSAL OF THESE SUBSTANCES.

2.D.4 APPROVED STATE AND LOCAL PLANS AND PERMITS:

- *THIS PROJECT MEETS THE REQUIREMENTS FOR A PERMIT EXEMPTION PER THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT.*

3.0 MAINTENANCE:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A PLAN FOR MAINTAINING ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT CONSTRUCTION. THE MAINTENANCE PLAN SHALL AT A MINIMUM COMPLY WITH THE FOLLOWING:

SILT FENCE: MAINTAIN PER FSESCI MANUAL (TIER I & II). THE CONTRACTOR SHOULD ANTICIPATE REPLACING SILT FENCE ON 12 MONTH INTERVALS.
- SEDIMENT BARRIERS: REMOVE SEDIMENT AS PER MANUFACTURER'S RECOMMENDATIONS OR WHEN WATER PONDS IN UNACCEPTABLE AMOUNTS OR AREAS.

4.0 INSPECTIONS:

QUALIFIED PERSONNEL SHALL INSPECT THE FOLLOWING ITEMS AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. TO COMPLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN RAIN GAUGES AND RECORD THE DAILY RAINFALL. WHERE SITES HAVE BEEN PERMANENTLY STABILIZED, INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH. THE CONTRACTOR SHALL ALSO INSPECT THAT CONTROLS INSTALLED IN THE FIELD AGREE WITH THE LATEST STORMWATER POLLUTION PREVENTION PLAN.

LIST OF INSPECTION ITEMS
- POINTS OF DISCHARGE TO MUNICIPAL SEPARATE STORM DRAIN SYSTEMS.
- DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- STRUCTURAL CONTROLS.
- STORMWATER MANAGEMENT SYSTEMS.
- LOCATIONS WHERE VEHICLES ENTER THE SITE.

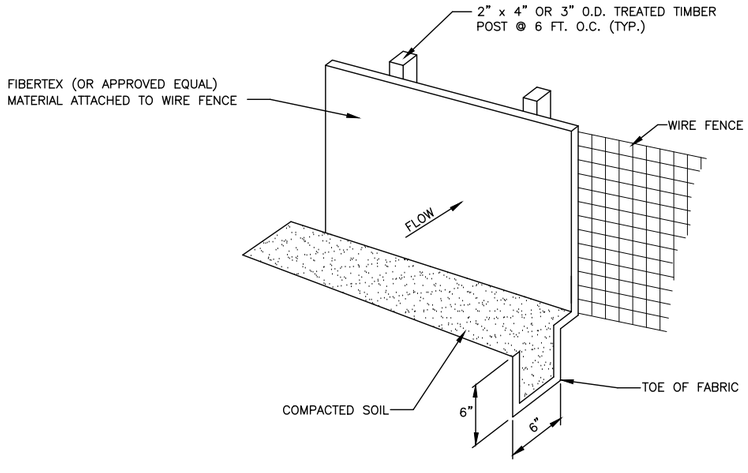
THE CONTRACTOR SHALL INITIATE REPAIRS WITHIN 24 HOURS OF INSPECTIONS THAT INDICATE ITEMS ARE NOT IN GOOD WORKING ORDER. IF INSPECTIONS INDICATE THE INSTALLED STABILIZATION AND STRUCTURAL PRACTICES ARE NOT SUFFICIENT TO MINIMIZE EROSION, RETAIN SEDIMENT, AND PREVENT DISCHARGE OF POLLUTANTS, THAT CONTRACTOR SHALL PROVIDE ADDITIONAL MEASURES, AS APPROVED BY THE ENGINEER.

5.0 NON-STORMWATER DISCHARGES:

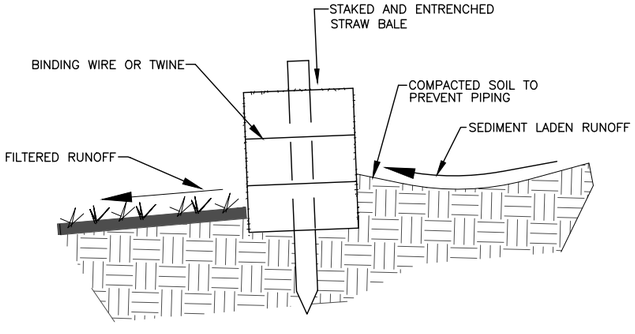
IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES (EXCEPT FLOWS FROM FIRE FIGHTING ACTIVITIES). THE CONTRACTOR SHALL DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION OF THESE NON-STORMWATER DISCHARGES. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOIL OR GROUNDWATER , CONTACT ESCAMBIA COUNTY ENGINEERING.

DEFINITIONS

FLORIDA STORMWATER EROSION & SEDIMENTATION CONTROL INSPECTORS MANUAL - FSESCI MANUAL (TIER I & II).



SILT FENCE DETAIL
NTS



DETAIL OF PROPERLY INSTALLED STRAW BALE
NTS

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

597 of 1404

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

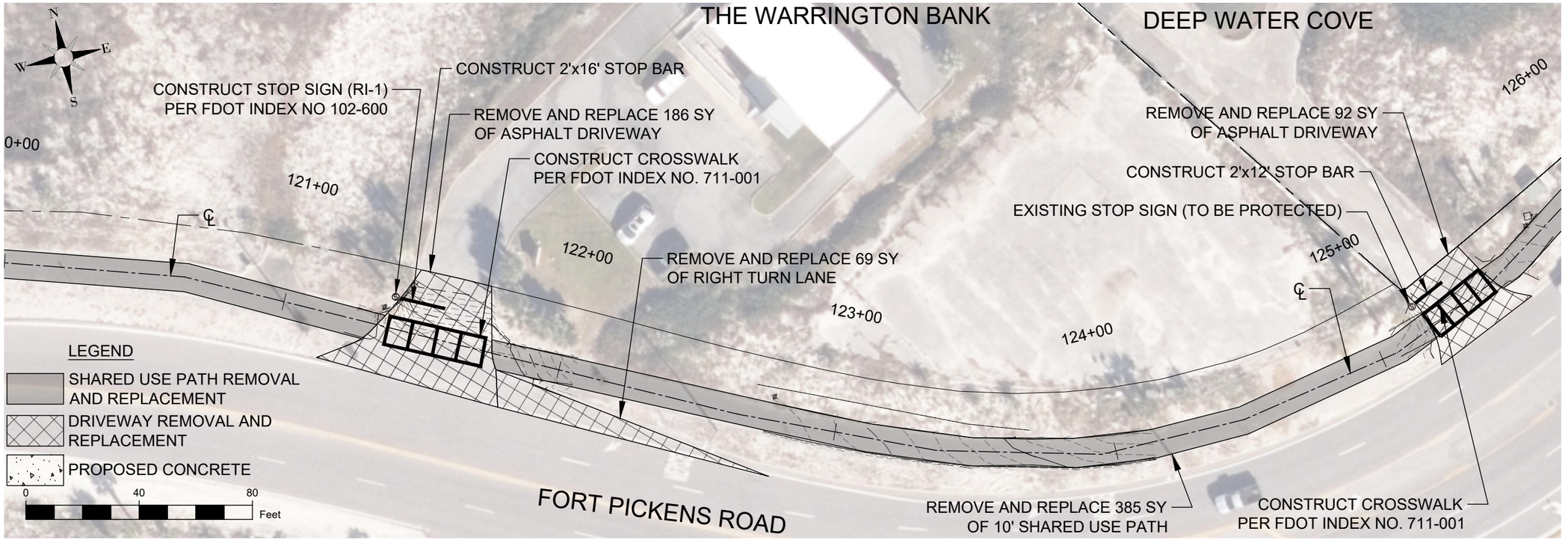
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

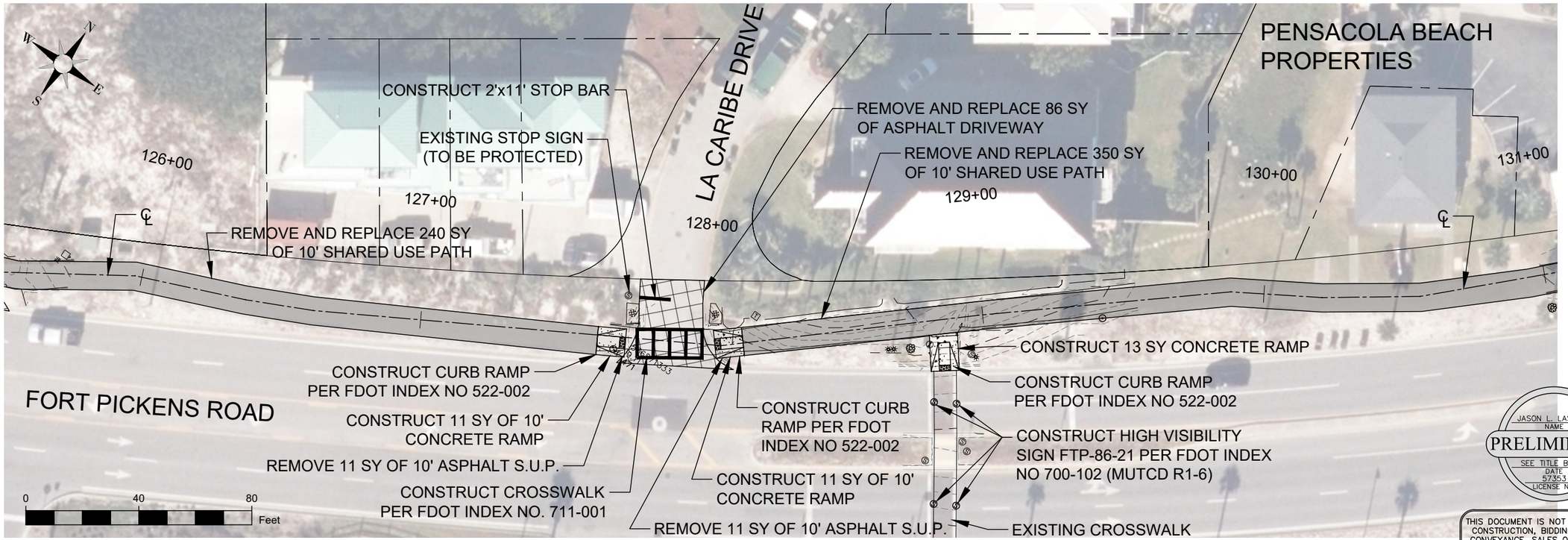
STORMWATER POLLUTION PREVENTION PLAN

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	3

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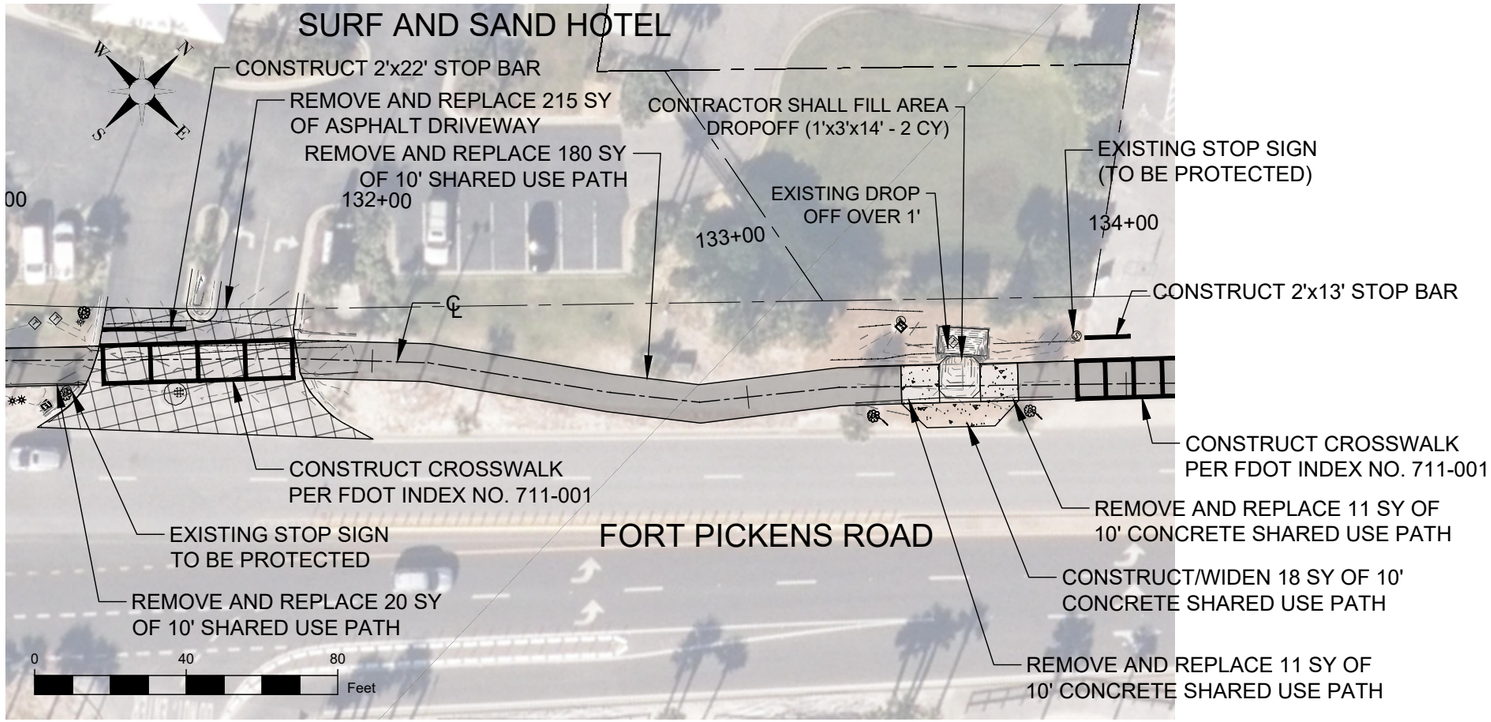
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

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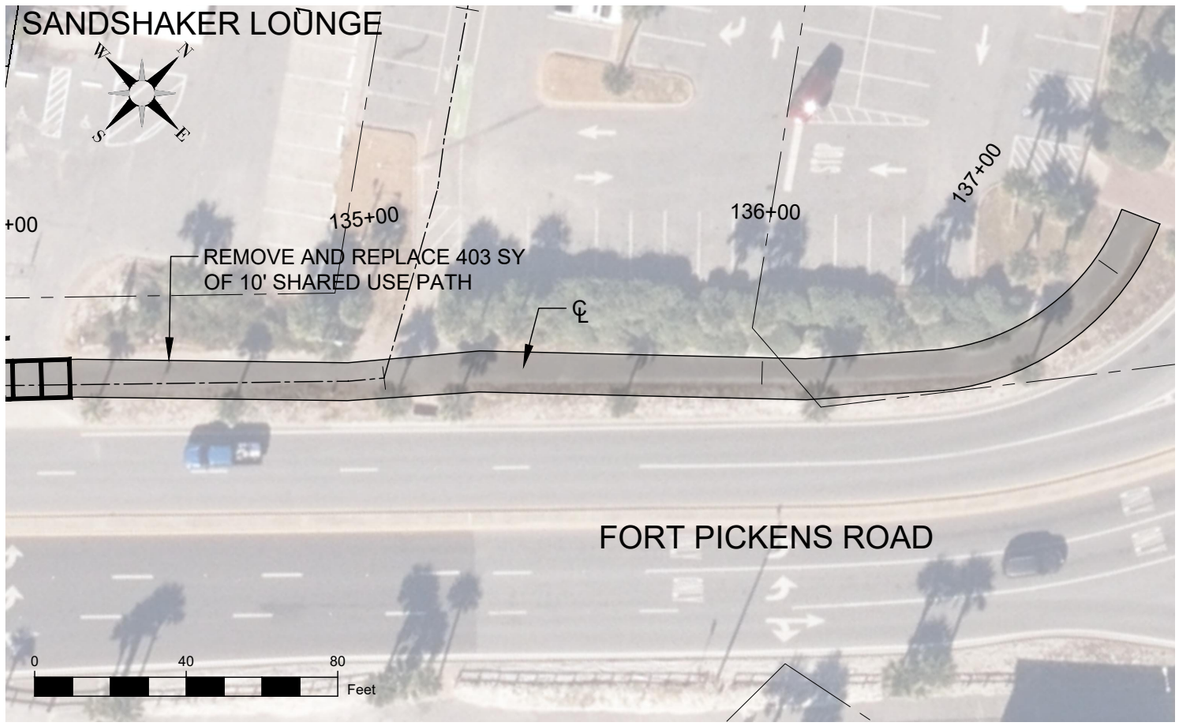
Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	14

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LEGEND

- SHARED USE PATH REMOVAL AND REPLACEMENT
- DRIVEWAY REMOVAL AND REPLACEMENT
- PROPOSED CONCRETE



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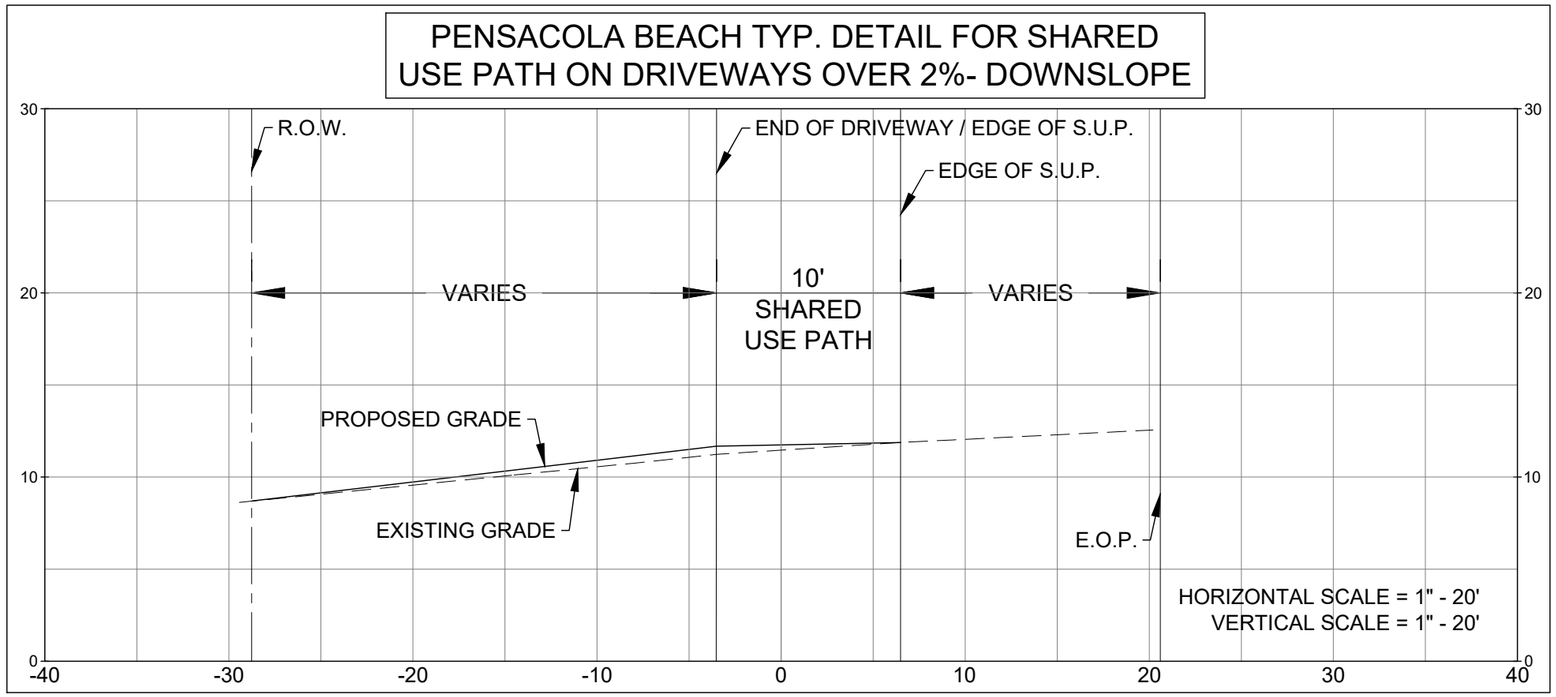
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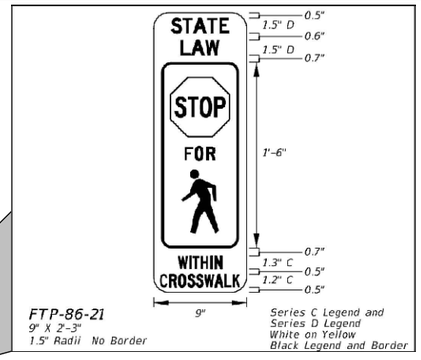
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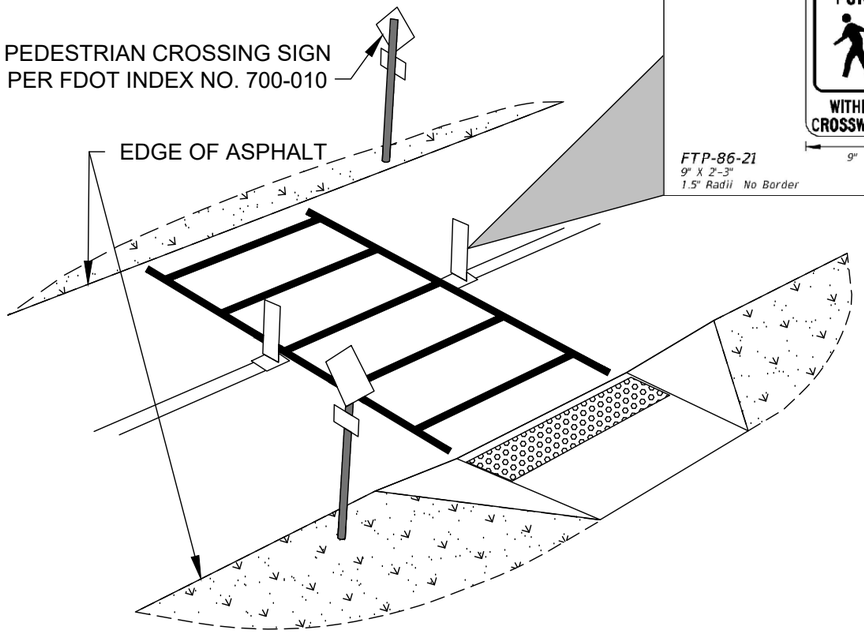
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PENSACOLA BEACH TYP. DETAIL FOR SHARED USE PATH ON DRIVEWAYS OVER 2%- DOWNSLOPE

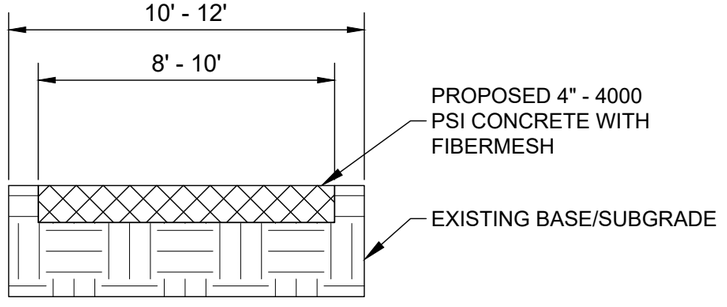


NOTES:
FOR ADDTIONAL INFORMATION ON CROSSWALK SEE FDOT PAVEMENT MARKINGS INDEX NO. 711-001





HIGH VISIBILITY CROSSWALK DETAIL
N.T.S.



CONCRETE REPLACEMENT SHARED USE PATH SECTION DETAIL

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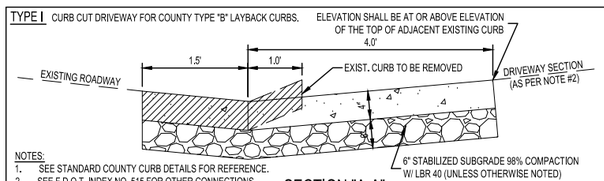
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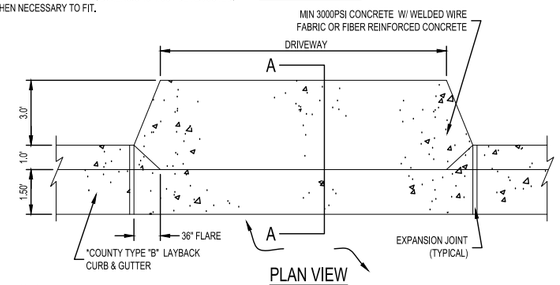
DETAILS SHEET

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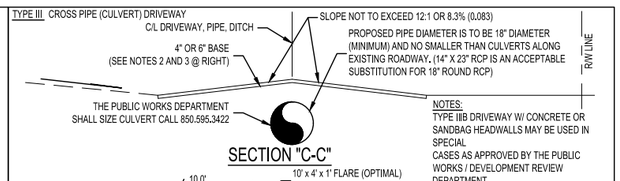


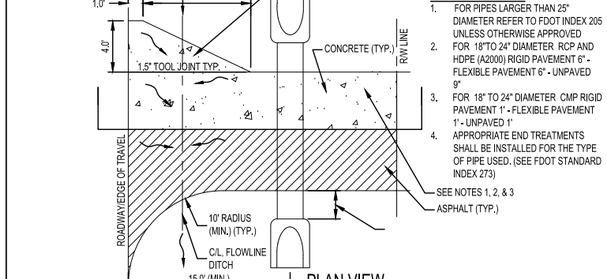
NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE I DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE



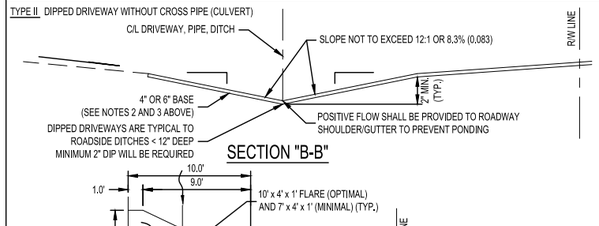


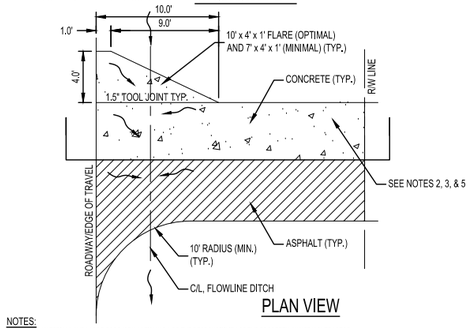
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8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
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TYPE III DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE



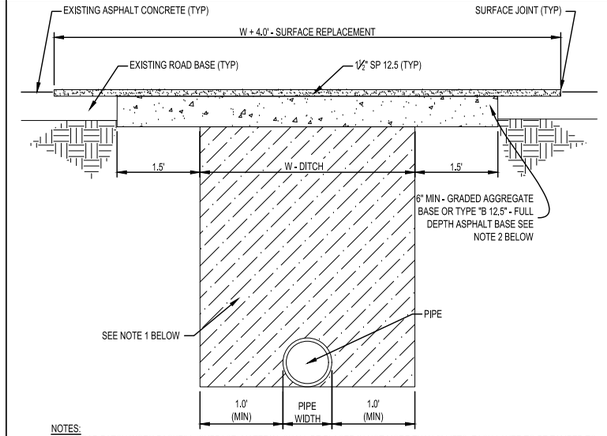


NOTES:
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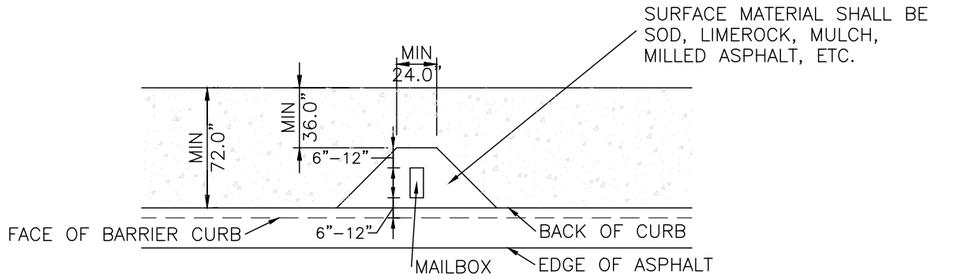
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TYPE II DRIVEWAY CONNECTION STANDARDS
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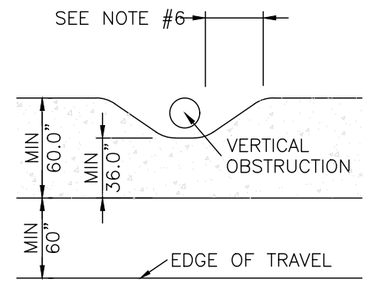


NOTES:
1. ROAD PATCH WORK BACKFILL (SUBBASE) MATERIAL SHALL BE PLACED IN NOT MORE THAN 8" LIFTS, EACH LAYER TO BE TAMPED TO A MINIMUM OF 40 LBR AND A MINIMUM OF 98% OF MODIFIED PROCTOR.
2. GRADED AGGREGATE BASE SHALL BE A MINIMUM OF 100LBR AND COMPACTED TO A MINIMUM OF 98% MODIFIED PROCTOR. CONCRETE SHALL BE A MIN. 3000 PSI, WHEN USED FOR BASE OR ROAD SURFACE.
3. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.
4. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF PAVEMENT WIDTH TO BE PATCHED SAME AS LATERAL PATCH. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER TO BE PATCHED WITH SAME BASE MATERIAL AND ENTIRE ROAD WIDTH RESURFACED.
5. TOP WIDTH OF DITCH (W-DITCH) IS TO BE DETERMINED BY OSHA LAYBACK SLOPE REQUIREMENTS FOR DEPTH OF CUT.

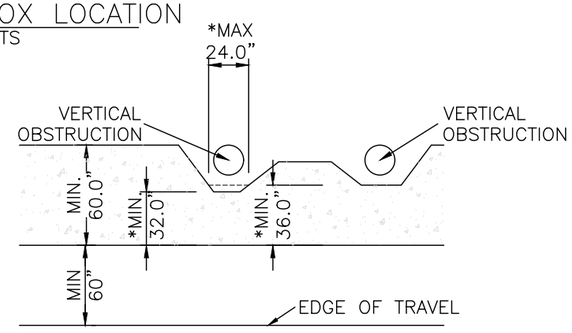
PAVED ROAD (LARGE PATCH) DETAIL
(FOR PATCHES 24" WIDE OR GREATER)
(ALL NOTES APPLY, SEE ABOVE)
NOT TO SCALE



6.0' SIDEWALK DETAIL WITH MAILBOX LOCATION
NTS



MINIMUM CLEAR WIDTH FOR 5.0' SIDEWALK DETAIL WITH VERTICAL OBSTRUCTION
NTS



*SIDEWALK WIDTH MAY BE REDUCED BELOW 36" FOR MAXIMUM SPAN OF 24"

5.0' SIDEWALK EXCEPTION DETAIL WITH VERTICAL OBSTRUCTION
NTS

NOTE:
1) CONTRACTOR SHALL COMPLY WITH ALL ADA, FDOT, AND ESCAMBIA COUNTY SPECIFICATIONS.

2) THE PEDESTRIAN CLEAR WIDTH OF WALKING SURFACES SHALL BE 60MINIMUM. IN AREAS WHERE THE SIDEWALK CAN NOT BE CONSTRUCTED AT 60" WIDE, THE DESIGN ENGINEER SHALL NOTIFY THE COUNTY ENGINEER, OR DESIGNEE, IMMEDIATELY WITH AN ALTERNATE DESIGN OR RESOLUTION. ANY DEVIATION FROM THE STANDARD DESIGN SHALL BE DOCUMENTED AND PROVIDED TO THE APPROPRIATE COUNTY P.M. FOR RECORDING.

3) IF THE VERTICAL OBSTRUCTION DOES NOT ALLOW FOR THE MINIMUM PEDESTRIAN CLEAR WIDTH, THE OBSTRUCTION REQUIRES RELOCATION BY THE APPROPRIATE PROVIDER.

4) MAILBOXES ON CURBED HIGHWAYS, ROADS AND STREETS SHALL BE SET WITH THE FACE OF THE BOX BETWEEN 6" AND 12" BACK OF THE FACE OF CURB AS PER FDOT INDEX 532

5) SIDEWALKS THAT ARE CONSTRUCTED ADJACENT TO TYPE F CURBS, SHALL BE A MIN. 6' WIDE. SIDEWALKS CONSTRUCTED IN AREAS WHERE NO CURBING IS INSTALLED SHALL HAVE A MINIMUM 5' SETBACK FROM TRAVEL LANE AND BE AT LEAST 5' WIDE.

6) IN AREAS WHERE SUFFICIENT RIGHT OF WAY IS AVAILABLE, THE TRANSITION BETWEEN SIDEWALK WIDTHS SHALL BE A MINIMUM OF 10' FEET IN LENGTH.

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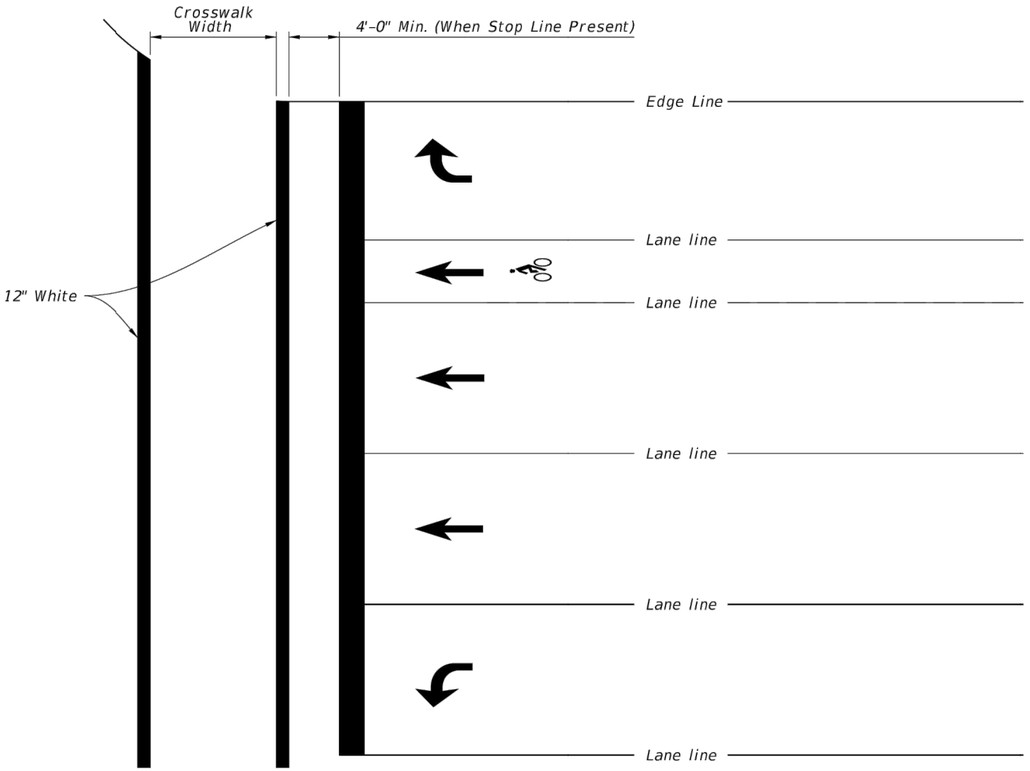
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

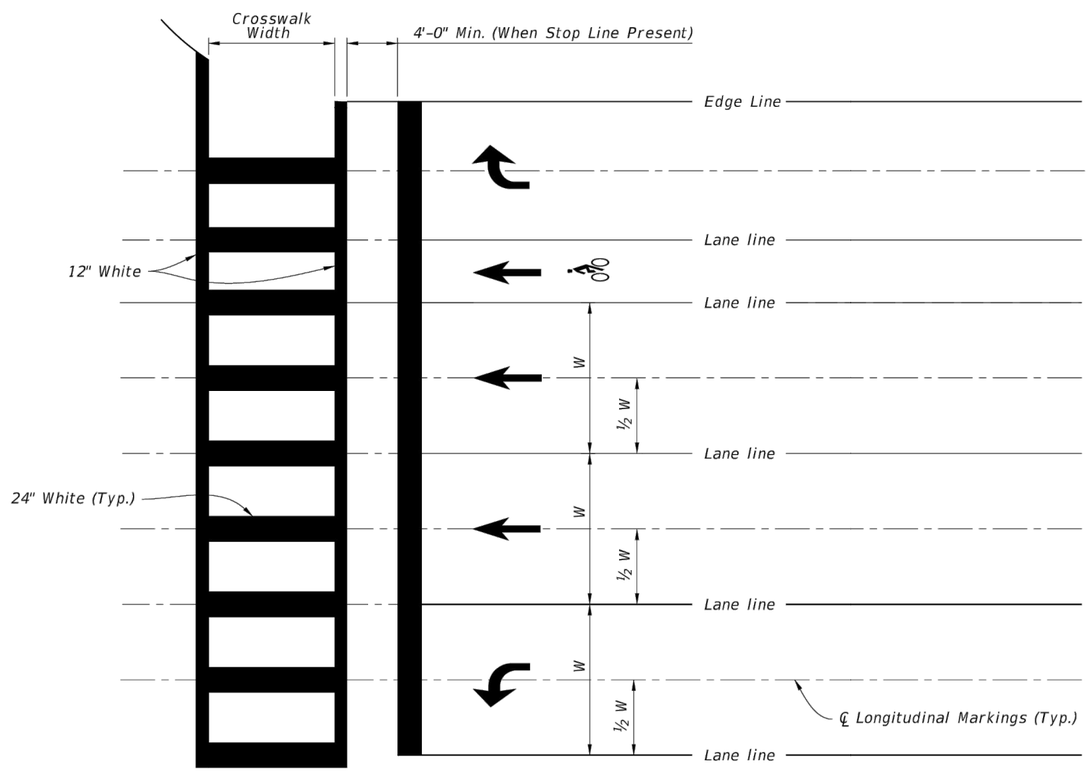
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Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
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STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.

2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.

3. Refer to Index 522-002 when Curb Ramps are present.

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX	SHEET
11/01/21					711-001	9 of 13

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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

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GENERAL NOTES:

1. Cross Slopes and Grades:

   A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.

   B. Landings must have cross-slopes less than or equal to 0.02 in any direction.

   C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.

   D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

   A. Refer to Index 522-001 for concrete thickness and sidewalk details.

   B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.

   C. Width of Curb Ramp is 4'-0" minimum. Match sidewalk or Shared Use Path width as shown in the Plans.

3. Curb Ramp Alpha-Identification:

   A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.

   B. Alpha-identifications CR-I and CR-J are intentionally omitted.

4. Detectable Warnings:

   A. Install detectable warnings in accordance with Specification 527.

   B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.

   C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.

   D. Where multiple ramps exist, a minimum 48" full-height curb separation is required between curb ramps.

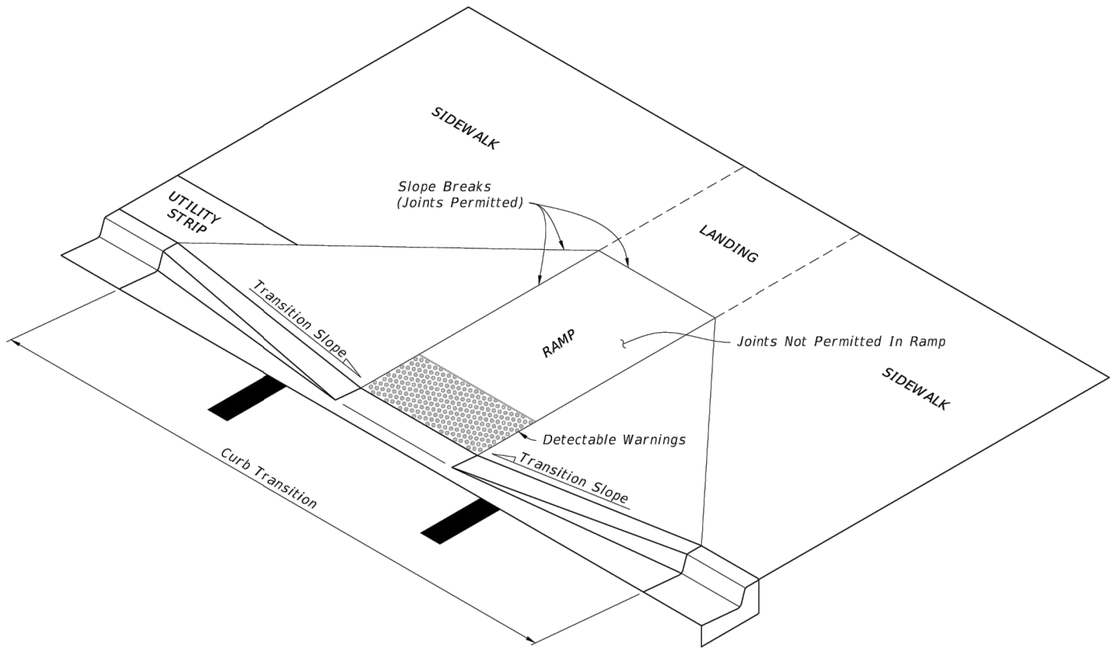
5. Crosswalks

   A. Where crosswalk markings are used, ramps must fall within the crosswalk limits. A clear space of 48" minimum is required at the bottom of the ramp within a marked crosswalk. If crosswalk markings are not present, a clear space of 48" minimum is required at the bottom of the ramp outside of active travel lanes.

   B. Crosswalk widths and configurations vary; must conform to Index 711-001.

JASON L. LASHLEY
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CURB RAMP NOMENCLATURE

LAST REVISION	REVISION	DESCRIPTION:
11/01/25		

FDOT FY 2026-27 STANDARD PLANS

DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS

INDEX 522-002

SHEET 1 of 7

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PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS
DETAILS SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 19

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10/15/2025 8:16:23 AM

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH GATEWAY SHARED USE PATH - SAFETY AND ADA IMPROVEMENTS



VICINITY MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SWPPP SHEET
16-18	PLAN SHEETS
19-22	DETAILS SHEET

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THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER (CHAIRMAN)
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER (VICE CHAIRMAN)
DISTRICT FIVE	STEVEN BARRY

FINAL PLANS
DECEMBER, 2025

WAGGONER
3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053

PROJECT MANAGER: Mr. Don Christain	
SECTION / TOWNSHIP / RANGE: S-36/T-1S/R-30	DISTRICT: 3
PROJECT ENGINEER: Jason L. Lashley, P.E.	REG FLA ENG NO: 57353
SIGNATURE:	DATE:

Z:\Projects Directory\2300758 - Shared Use Path - Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\COVER SHEETS\PENSACOLA BEACH GATEWAY SIDEWALK- COVER .DWG, Dec 03, 2025 - 9:24:47AM, Marionna.Martinez

GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY OR ITS DESIGNEE WILL ASSIST CONTRACTOR WITH REQUIRED PERMITS.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.
10. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
12. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.
13. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.
14. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
15. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
16. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS.
17. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.
18. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    MR. JOE BARRETT, PLS
    ESCAMBIA COUNTY SURVEYOR
    3363 WEST PARK PLACE
    PENSACOLA, FLORIDA 32505 PH (850) 595-3427

    SIGMA CONSULTING GROUP, INC
    3298 SUMMIT BOULEVARD, SUITE 32
    PENSACOLA, FLORIDA 32503 PH (850) 332-7912

19. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
20. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.
21. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
22. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
23. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.
24. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
25. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT SPECIFICATIONS AND STANDARD PLANS.
26. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.
27. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION
28. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEM STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

    SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
    MR. JACOB KEARLEY
    P.O. BOX 15311
    PENSACOLA, FL. 32514 PH: (850) 969-5823
    JACOB.KEARLEY@ECUA.FL.GOV

    TELEPHONE - AT&T FLORIDA
    MR. TOM MANNING
    6689 E MAGNOLIA STREET
    MILTON, FL. 32570 PH:(850) 463-5176
    TM2709@ATT.COM

3. AT&T FLORIDA WILL COMPLETE ALL WORK DURING THE HOURS OF 7:30 AM - 4:30 PM, MONDAY THRU FRIDAY. NO NIGHT OR WEEKEND WORK.
4. ALL CABLE DAMAGE MUST BE REPORTED TO THE ATT FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 877-737-2478 IF USING A CELL PHONE.
5. ALL VEHICLE LOOP INSTALLATION SHALL BE DONE AS PER FDOT INDEX 660-001.
6. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
7. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

BARRIER ISLAND SAND NOTES:

1. PROTECTION REQUIRED. THE COUNTY RECOGNIZES THAT THE WHITE SANDS OF PERDIDO KEY AND PENSACOLA BEACH PROMOTE TOURISM AND ENHANCE THE QUALITY OF LIFE OF THE RESIDENTS OF THE COUNTY, AND THAT THE PERMANENT DISCOLORATION, DARKENING OR STAINING OF THE SANDS WOULD HARM THE PUBLIC WELFARE. TO MAINTAIN, PRESERVE AND PROTECT THE NATURAL FUNCTION AND COLOR OF THESE FINE TO MEDIUM GRAINED WHITE SANDS, THE IMPORTATION, USE, AND RELOCATION OF RED CLAY AND OTHER MATERIALS THAT TEND TO DISCOLOR, DARKEN OR STAIN THE NATURAL WHITE SANDS OF PERDIDO KEY AND SANTA ROSA ISLAND IS PROHIBITED. ADDITIONALLY, TRANSPORTATION OF PROHIBITED MATERIALS WHEN EXPOSED TO WIND OR WATER SHALL BE PREVENTED ON THE ISLANDS BY CONTAINMENT AND REMOVAL. APPROVED AND PROHIBITED MATERIAL SPECIFICATIONS ARE PROVIDED IN CHAPTER 2, BARRIER ISLAND SAND SECTION OF THE DESIGN STANDARDS MANUAL (DSM).
2. APPLICABILITY. THERE SHALL BE NO DISTINCTION MADE REGARDING THE APPLICABILITY OF THE PROVISIONS OF THIS SECTION BETWEEN PERDIDO KEY AND SANTA ROSA ISLAND SOIL MATERIAL. HOWEVER, THE COUNTY MAY, UPON SPECIFIC CONSIDERATION, DIFFERENTIATE BETWEEN THE ALLOWABLE SOIL MATERIAL OF THE GULF-FRONT BEACH, GULF-FRONT (PRIMARY) DUNES, SOUND SIDE BEACH, INTERIOR (SECONDARY) DUNES AND FORESTED ECOSYSTEMS.
3. PERMIT REQUIRED. ALL PROJECTS INVOLVING THE PLACEMENT OF SAND OR OTHER CONSTRUCTION OR LANDSCAPING MATERIALS ON SANTA ROSA ISLAND OR PERDIDO KEY SHALL REQUIRE COUNTY APPROVAL OF A REPRESENTATIVE SAMPLE OF THE MATERIALS ACCORDING TO THE COMPLIANCE REVIEW PROCESSES OF CHAPTER 2 PRIOR TO TRANSPORT ON THE BARRIER ISLANDS.
4. PROHIBITED IMPORTATION, TRANSFER AND USE. THE FOLLOWING PROHIBITIONS ON THE IMPORTATION, TRANSFER AND USE OF SOME MATERIALS ON BARRIER ISLANDS RE BASED ON APPROVED AND PROHIBITED MATERIALS AS PRESCRIBED IN THIS SECTION:

    NO PERSON MAY IMPORT OR CAUSE TO BE IMPORTED ONTO SANTA ROSA ISLAND OR PERDIDO KEY ANY CONSTRUCTION OR LANDSCAPING MATERIAL WHICH IS NOT AN APPROVED MATERIAL.

    NO PERSON MAY USE, OR TRANSFER FOR USE, ANY PROHIBITED MATERIAL IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

    NO PERSON MAY TRANSFER FROM PARCEL TO PARCEL ANY CONSTRUCTION MATERIAL WHICH IS NOT AN APPROVED MATERIAL WHERE SUCH MATERIAL IS TO BE USED IN CONNECTION WITH ANY PAVING, ROAD SURFACING, FILLING, LANDSCAPING, CONSTRUCTION WORK OR ANY OTHER IMPROVEMENT TO REAL PROPERTY ON PERDIDO KEY OR SANTA ROSA ISLAND, WHETHER LEASED OR NOT.

5. REMOVAL OF PROHIBITED MATERIALS.

    GENERAL. ANY TIME RECONSTRUCTION, REDEVELOPMENT, IMPROVEMENT OR USE OF A SITE ON SANTA ROSA ISLAND OR PERDIDO KEY UNCOVERS OR EXPOSES "PROHIBITED MATERIALS" AS DEFINED IN DSM CHAPTER 2, BARRIER ISLAND SAND SECTION THOSE MATERIALS MUST BE IMMEDIATELY REMOVED FROM THE SITE AND RELOCATED OFF THE BARRIER ISLAND.

    UTILITIES. ANY TIME A UTILITY COMPANY, AUTHORITY, OR FRANCHISEE, WHICH HAS ACQUIRED USE OF THE COUNTY'S RIGHTS-OF-WAY, EASEMENTS OR OTHER INTEREST BY PERMISSION, AGREEMENT OR LAW TO PROVIDE SERVICES TO CONSUMERS, SHALL UNCOVER OR EXPOSE ANY PROHIBITED MATERIAL DURING THE INSTALLATION, MAINTENANCE, REPAIR OR REMOVAL OF ITS SYSTEM ON SANTA ROSA ISLAND OR PERDIDO KEY, IT SHALL REMOVE FROM THE BARRIER ISLAND THE PROHIBITED MATERIAL DISTURBED BY THE WORK AND REPLACE IT WITH APPROVED MATERIALS. THE PROHIBITED MATERIALS SHALL BE REMOVED IN SUCH A MANNER AS TO AVOID THEIR RELEASE BY WIND, WATER, OR OTHER MEANS ONTO ADJACENT LANDS OR WATERS.

    BCC APPROVED EXEMPTION. THE BCC MAY EXEMPT THE APPLICATION OF THESE REMOVAL PROVISIONS FOR PARTICULAR PROJECTS OR PARTS OF PROJECTS UPON DETERMINATION BY A FOUR-FIFTHS VOTE OF THE BOARD THAT AN EMERGENCY EXISTS AND THAT AN IMMEDIATE EXEMPTION IS REQUIRED TO PROTECT THE PUBLIC HEALTH, SAFETY OR WELFARE.

    REMOVAL TIME. THE REQUIREMENT FOR IMMEDIATE REMOVAL OF PROHIBITED MATERIALS MAY BE RELAXED IF THE MATERIALS ARE CONFIRMED TO BE CONTAINED IN SUCH A WAY AS TO PRECLUDE THEIR TRANSFER BY WIND, WATER OR OTHER MEANS WITHIN THE PARCEL OR ONTO ADJACENT PARCELS OR WATERS, AND IF THE DELAY IS OTHERWISE CONSISTENT WITH THE PURPOSE AND INTENT OF THIS SECTION. HOWEVER, PROHIBITED MATERIALS MAY REMAIN ON THE SITE WHERE EXPOSED OR ON THE BARRIER ISLAND FOR NO MORE THAN 48 HOURS. THE COUNTY SHALL PROMULGATE APPROVED METHODS OF CONTAINING AND TRANSPORTING PROHIBITED MATERIALS REQUIRED TO BE REMOVED.

6. APPROVED MATERIAL. APPROVED MATERIALS ARE THOSE CONSTRUCTIONS AND LANDSCAPING MATERIALS WHOSE MINERALOGICAL COMPOSITION IS WHITE FINE TO MEDIUM GRAINED QUARTZ SAND. HOWEVER, OYSTER SHELL, LIMESTONE OR WHITE DOLOMITE MAY BE USED FOR ROADBED OR FOUNDATION CONSTRUCTION IF REASONABLY THE SAME COLOR AS APPROVED SAND AFTER EXPOSURE TO THE SUN AND NOT CONTAINING CLAY OR OTHER DISCOLORING, STAINING OR DARKENING MATERIAL. FOR THE PURPOSES OF THIS SECTION, WHITE FINE TO MEDIUM GRAINED QUARTZ SAND SHALL HAVE THE FOLLOWING CHARACTERISTICS:

    COLOR. A MUNSELL COLOR CHART VALUE OF 9.25 OR WHITER AND A CHROMA OF 0.5 OR LESS ON THE 2.5, 5, 7.5 OR 10YR SCALE WHEN CHECKED IN AN AIR-DRY CONDITION.

    GRAIN SIZE. A GRAIN SIZE OF 75 PERCENT OF THE SAMPLE BY WEIGHT BETWEEN 0.43 MILLIMETERS (MM) AND 0.08 MM, WITH THE REMAINING 25 PERCENT BEING COARSER THAN 0.43 MM BUT NOT LARGER THAN 1.0 MM AS DESCRIBEDUNDER THE UNIFIED SOIL CLASSIFICATION SYSTEM. THIS CORRESPONDS TO THE NUMBER 40-200 SIEVE SIZES FOR GRADATION CURVE ANALYSIS.

7. PROHIBITED MATERIAL. PROHIBITED MATERIALS ARE ANY DARKENING, DISCOLORING OR STAINING MATERIALS HAVING THE ABILITY TO PERMANENTLY (GREATER THAN SIX MONTHS) CHANGE THE COLOR OR DARKEN THE NATURAL WHITE SANDS OF SANTA ROSA ISLAND OR PERDIDO KEY, OR ANY APPROVED MATERIALS, WHENEVER COMING INTO CONTACT WITH THEM. PROHIBITED MATERIALS INCLUDE ANY WITH THE FOLLOWING CHARACTERISTICS:

    COLOR. A COLOR DARKER THAN THE COLOR REQUIRED FOR APPROVED MATERIALS.

    GRAIN SIZE. A GRAIN SIZE WITH OVER TEN PERCENT BY WEIGHT OF THE SAMPLE OUTSIDE THE RANGE REQUIRED FOR APPROVED MATERIALS.

    COMPOSITION OR CHARACTER. ANY MATERIAL WHICH, IN WHOLE OR IN PART, IS COMPOSED OF OR CONTAINS CLAY OR ANY OTHER SUBSTANCE THAT WOULD DARKEN, STAIN OR DISCOLOR THE NATURAL BARRIER ISLAND SANDS OR APPROVED MATERIAL

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BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

GENERAL NOTES SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 2

Z:\Projects Directory\2300758 - Shared Use Path -Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\SHARED USE PATH GENERAL NOTES.dwg, Dec 03, 2025 - 9:24:55AM, Marionna.Martinez

THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN CONTAINS REFERENCES TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE DESIGN STANDARDS, OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS, THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCES IN THIS NARRATIVE, THE CONTRACTOR'S APPROVED EROSION CONTROL PLAN AS SPECIFIED BY FDEP, EPA, APPLIABLE LDC, AND REPORTS OF INSPECTIONS MADE DURING CONSTRUCTION.

1.0 SITE DESCRIPTION

1.A NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF THE ADDITION OF SIDEWALK AND DRIVEWAYS ON PENSACOLA BEACH BOULEVARD AND FORT PICKENS ROAD

1.B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCE OF CONSTRUCTION FOR ALL CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF MAJOR ACTIVITIES DESCRIBED BELOW, UNLESS THE CONTRACTOR PROPOSES A DIFFERENT SEQUENCE THAT IS EQUAL OR BETTER AT CONTROLLING EROSION AND TRAPPING SEDIMENT AND IS APPROVED BY THE ENGINEER.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

1. CLEARING AND GRUBBING, EARTHWORK FOR SIDEWALK AND DRIVEWAY CONSTRUCTION

1.C. AREA ESTIMATES:
TOTAL SITE AREA: 9.27 ACRES
TOTAL AREA TO BE DISTURBED: 9.27 *ACRES*

1.D. RUNOFF DATA:

RUNOFF COEFFICIENTS:
BEFORE: *0.4*
DURING: 0.4
AFTER: *0.4*
SOILS DATA: *SILT/ LOAM*

OUTFALL INFORMATION:
FORT PICKENS RD. AND PENSACOLA BEACH BLVD ARE DISCHARGED INTO THE GULF OF MEXICO.

1.E. SITE MAP:

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS. THE LOCATION OF THE REQUIRED INFORMATION IS DESCRIBED BELOW. THE SHEET NUMBERS FOR THE PLAN SHEETS REFERENCED ARE IDENTIFIED ON THE KEY SHEET OF THESE CONSTRUCTION PLANS.

- APPROXIMATE SLOPES: THE SLOPES OF THE SITE CAN BE SEEN IN PLAN SHEETS
- AREAS OF SOIL DISTURBANCE: THE AREAS TO BE DISTURBED ARE INDICATED ON THE PLAN SHEETS. ANY AREAS WHERE PERMANENT FEATURES ARE SHOWN TO BE CONSTRUCTED ABOVE OR BELOW GROUND WILL BE DISTURBED.
- AREAS NOT TO BE DISTURBED : SODDED / MAINTAINED AREAS BEYOND WEST ROW, EAST ROW.
- LOCATIONS OF TEMPORARY CONTROLS: TO BE SHOWN ON THE CONTRACTORS APPROVED EROSION CONTROL PLAN. SEDIMENTATION BASIN AND FLOATING/ STAKED TURBIDITY BARRIER ARE SUGGESTED.
- LOCATIONS OF PERMANENT CONTROLS: SOD ALL DISTURBED NON-PAVED AREAS (EXCLUDING DITCH BOTTOM)
- AREAS TO BE STABILIZED: ROADSIDE SWALES/ DITCHES.

1.F RECEIVING WATERS:
SEE ITEM 1.D. FOR THE OUTFALL LOCATIONS AND RECEIVING WATER NAMES.

2.0 CONTROLS

2.A. EROSION AND SEDIMENT CONTROLS:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STABILIZATION AND STRUCTURAL PRACTICES. THE FOLLOWING RECOMMENDED GUIDELINES ARE BASED ON THE GRADING PLAN OUTLINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR MAY CHOOSE TO ACCEPT THE FOLLOWING GUIDELINES OR MODIFY THEM IN THE SEDIMENT AND EROSION CONTROL PLAN, SUBJECT TO APPROVAL BY THE ENGINEER. AS WORK PROGRESSES, THE CONTRACTOR SHALL MODIFY THE PLAN TO ADAPT TO SEASONAL VARIATION, CHANGES IN CONSTRUCTION ACTIVITIES, AND THE NEED FOR BETTER PRACTICES.

FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS AFTER CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF CONTROLS BUT BEFORE BEGINNING OTHER WORK FOR THE CONSTRUCTION PHASE. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED.

2.A.1 STABILIZATION PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE STABILIZATION PRACTICES PROPOSED TO CONTROL EROSION. THE CONTRACTOR SHALL INITIATE ALL STABILIZATION MEASURES AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. THE STABILIZATION PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE PARAGRAPH ABOVE REFERS TO A 7 DAY LIMIT BEFORE INITIATING STABILIZATION. THE DEP GENERIC PERMIT SPECIFIES 7 DAYS, BUT STRICTER REQUIREMENTS FROM OTHER PERMITTING AGENCIES WILL OFTEN APPLY AND SHOULD BE NOTED.

TEMPORARY:
* ARTIFICIAL COVERINGS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* TURF AND SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

.

PERMANENT:
* SOD IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).

2.A.2 STRUCTURAL PRACTICES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

TEMPORARY:
* SEDIMENT BARRIERS IN ACCORDANCE WITH FSESCI MANUAL (TIER I & II).
* INLET PROTECTION IN ACCORDANCE WITHFSESCI MANUAL (TIER I & II) AND SPECIAL DETAILS SHOWN IN THE TTC PLAN.
* SEDIMENT CONTAINMENT SYSTEM: SILT FENCE AND HAY BALES WILL BE UTILIZED AS THE TEMPORARY SEDIMENT CONTAINMENT SYSTEM.

PERMANENT:
* SOD

2.B STORMWATER MANAGEMENT:

EXISTING ROADSIDE DITCHES COLLECT STORMWATER AND DIRECT IT TO SURROUNDING WETLAND AREAS.

2.C OTHER CONTROLS:

2.C.1 WASTE DISPOSAL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS TO PREVENT THE DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO WATERS OF THE UNITED STATES. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER:

- PROVIDING LITTLER CONTROL AND COLLECTION WITHIN THE PROJECT DURING CONSTRUCTION ACTIVITIES.
- DISPOSING OF ALL FERTILIZER OR OTHER CHEMICAL CONTAINERS ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER.

2.C.2 OFF-SITE VEHICLE TRACKING & DUST CONTROL:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

- COVERING LOADED HAUL TRUCKS WITH TARPAULINS.
- REMOVE EXCESS DIRT FROM ROADS DAILY.
- STABILIZING CONSTRUCTION ENTRANCES ACCORDING TO FDOT DESIGN STANDARDS.
- USING ROADWAY SWEEPERS DURING DUST GENERATING ACTIVITIES SUCH AS EXCAVATION AND HANDLING OPERATIONS.

2.C.3 STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC TANK REGULATIONS:

IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROPOSED PROCEDURES TO COMPLY WITH APPLICABLE STATE AND LOCAL REGULATIONS FOR WASTE DISPOSAL, AND SANITARY SEWER OR SEPTIC SYSTEMS.

2.C.4 FERTILIZERS AND PESTICIDES:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL DESCRIBE THE PROCEDURES FOR APPLYING FERTILIZERS AND PESTICIDES. THE PROPOSED PROCEDURES SHALL COMPLY WITH APPLICABLE SUBSECTION OF SECTION 570 OF THE FDOT SPECIFICATIONS.

2.C.5 TOXIC SUBSTANCES

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A LIST OF TOXIC SUBSTANCES THAT ARE LIKELY TO BE USED ON THE JOB AND PROVIDE A PLAN ADDRESSING THE GENERATION, APPLICATION, MIGRATION, STORAGE, AND DISPOSAL OF THESE SUBSTANCES.

2.D.4 APPROVED STATE AND LOCAL PLANS AND PERMITS:

- *THIS PROJECT MEETS THE REQUIREMENTS FOR A PERMIT EXEMPTION PER THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT.*

3.0 MAINTENANCE:

IN THE SEDIMENT AND EROSION CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE A PLAN FOR MAINTAINING ALL EROSION AND SEDIMENT CONTROLS THROUGHOUT CONSTRUCTION. THE MAINTENANCE PLAN SHALL AT A MINIMUM COMPLY WITH THE FOLLOWING:

SILT FENCE: MAINTAIN PER FSESCI MANUAL (TIER I & II). THE CONTRACTOR SHOULD ANTICIPATE REPLACING SILT FENCE ON 12 MONTH INTERVALS.
- SEDIMENT BARRIERS: REMOVE SEDIMENT AS PER MANUFACTURER'S RECOMMENDATIONS OR WHEN WATER PONDS IN UNACCEPTABLE AMOUNTS OR AREAS.

4.0 INSPECTIONS:

QUALIFIED PERSONNEL SHALL INSPECT THE FOLLOWING ITEMS AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. TO COMPLY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN RAIN GAUGES AND RECORD THE DAILY RAINFALL. WHERE SITES HAVE BEEN PERMANENTLY STABILIZED, INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH. THE CONTRACTOR SHALL ALSO INSPECT THAT CONTROLS INSTALLED IN THE FIELD AGREE WITH THE LATEST STORMWATER POLLUTION PREVENTION PLAN.

LIST OF INSPECTION ITEMS
- POINTS OF DISCHARGE TO MUNICIPAL SEPARATE STORM DRAIN SYSTEMS.
- DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION.
- STRUCTURAL CONTROLS.
- STORMWATER MANAGEMENT SYSTEMS.
- LOCATIONS WHERE VEHICLES ENTER THE SITE.

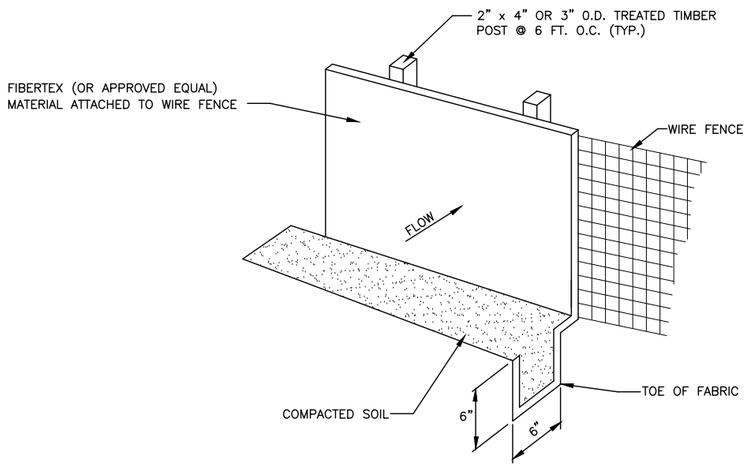
THE CONTRACTOR SHALL INITIATE REPAIRS WITHIN 24 HOURS OF INSPECTIONS THAT INDICATE ITEMS ARE NOT IN GOOD WORKING ORDER. IF INSPECTIONS INDICATE THE INSTALLED STABILIZATION AND STRUCTURAL PRACTICES ARE NOT SUFFICIENT TO MINIMIZE EROSION, RETAIN SEDIMENT, AND PREVENT DISCHARGE OF POLLUTANTS, THAT CONTRACTOR SHALL PROVIDE ADDITIONAL MEASURES, AS APPROVED BY THE ENGINEER.

5.0 NON-STORMWATER DISCHARGES:

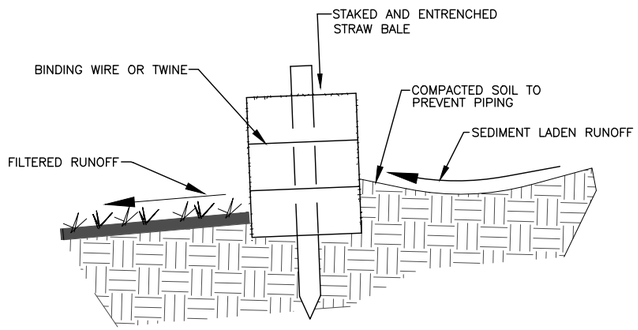
IN THE EROSION CONTROL PLAN, THE CONTRACTOR SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES (EXCEPT FLOWS FROM FIRE FIGHTING ACTIVITIES). THE CONTRACTOR SHALL DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION OF THESE NON-STORMWATER DISCHARGES. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOIL OR GROUNDWATER , CONTACT ESCAMBIA COUNTY ENGINEERING.

DEFINITIONS

FLORIDA STORMWATER EROSION & SEDIMENTATION CONTROL INSPECTORS MANUAL - FSESCI MANUAL (TIER I & II).



SILT FENCE DETAIL
NTS



DETAIL OF PROPERLY INSTALLED STRAW BALE
NTS

3298 SUMMIT BOULEVARD, SUITE 32
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PHONE: (850) 332-7912
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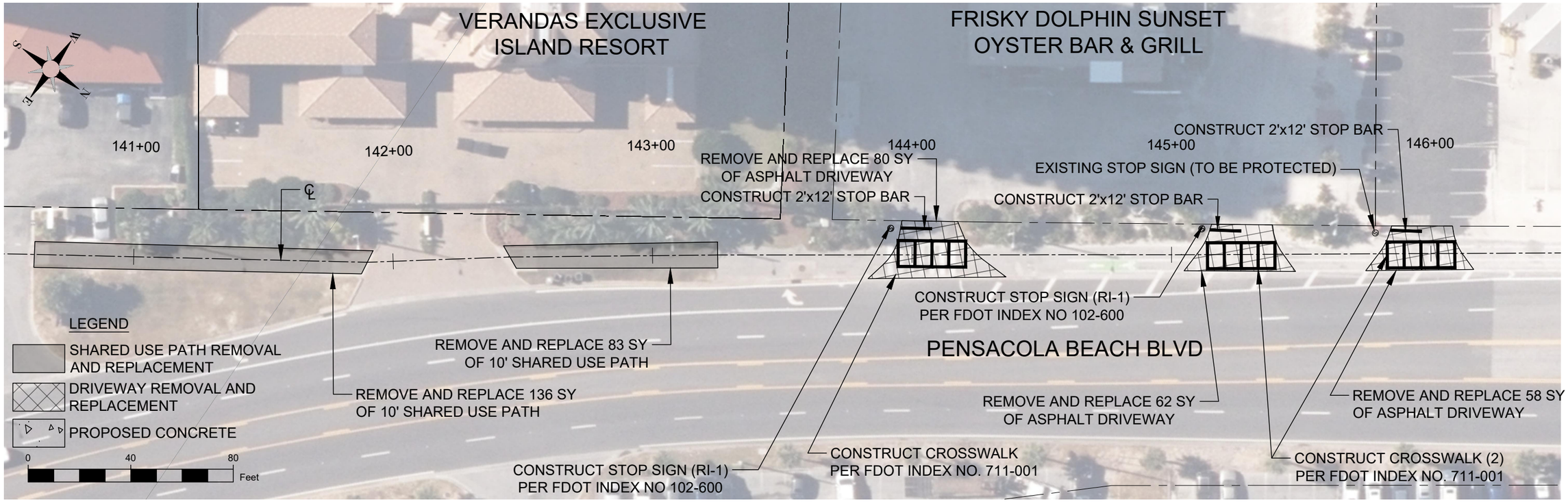
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

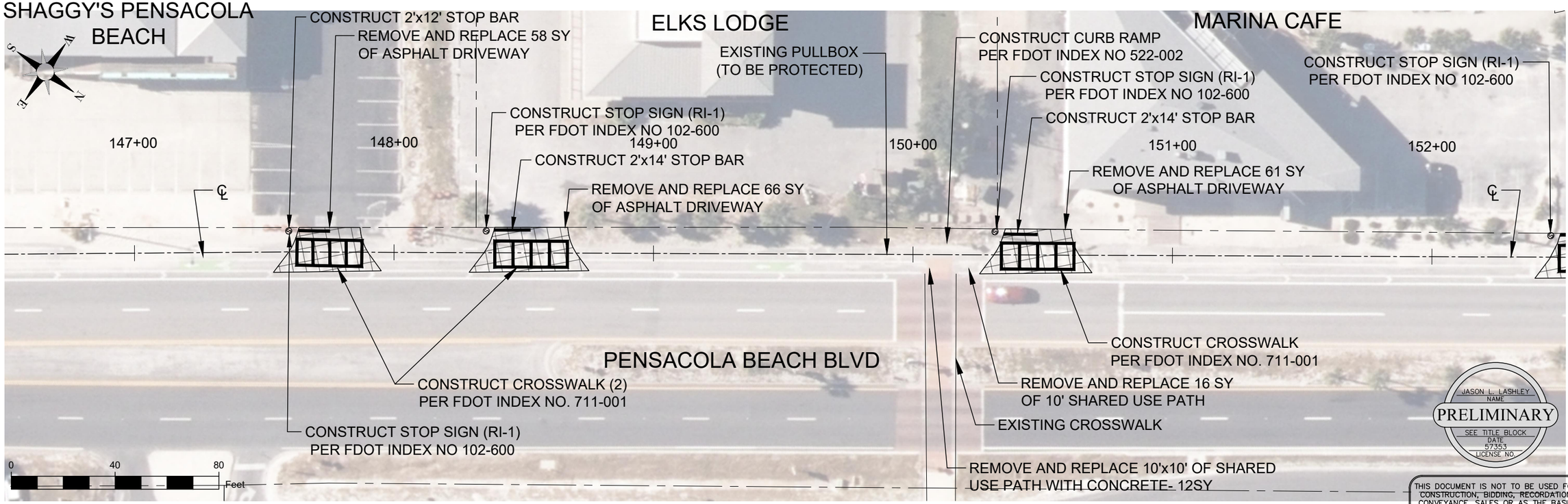
STORMWATER POLLUTION PREVENTION PLAN

NO.	REVISION	DATE

Project Number:	2300758
Date:	DECEMBER 2025
Drawn By:	F.E.A./M.G.M
Designed By:	M.G.M.
Checked By:	J.L.L.
Sheet:	3

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ENGINEERING, LLC

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PENSACOLA BEACH SHARED USE
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PLAN SHEETS

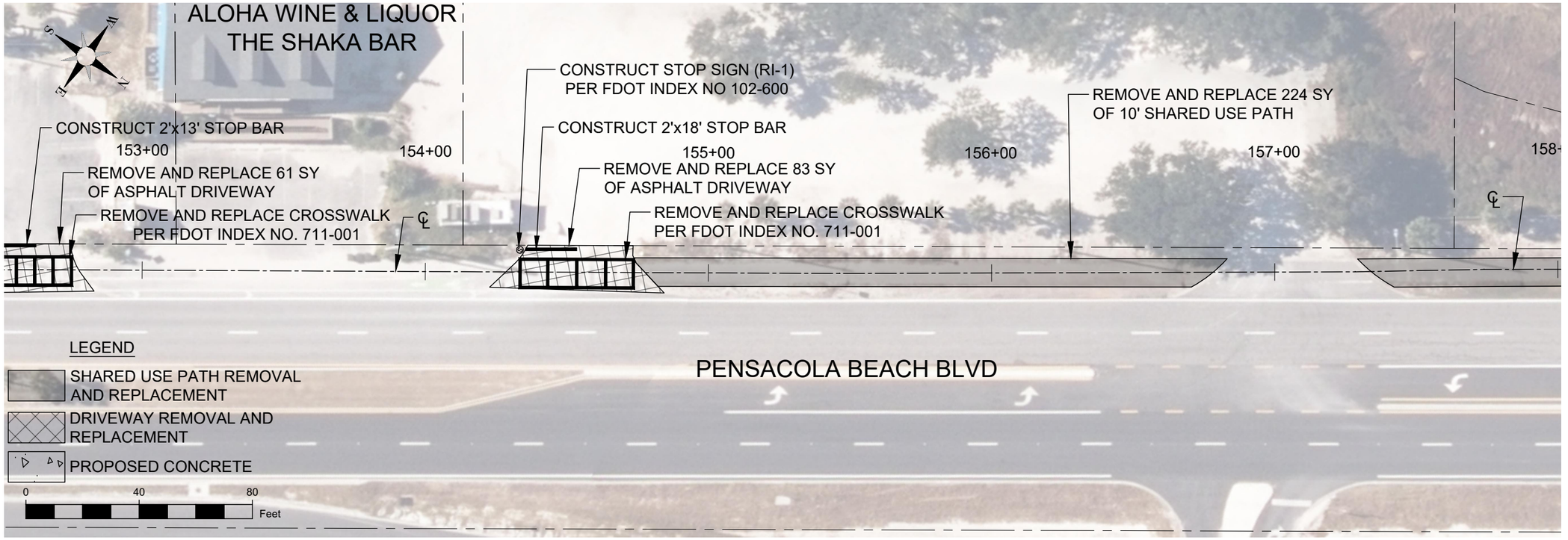
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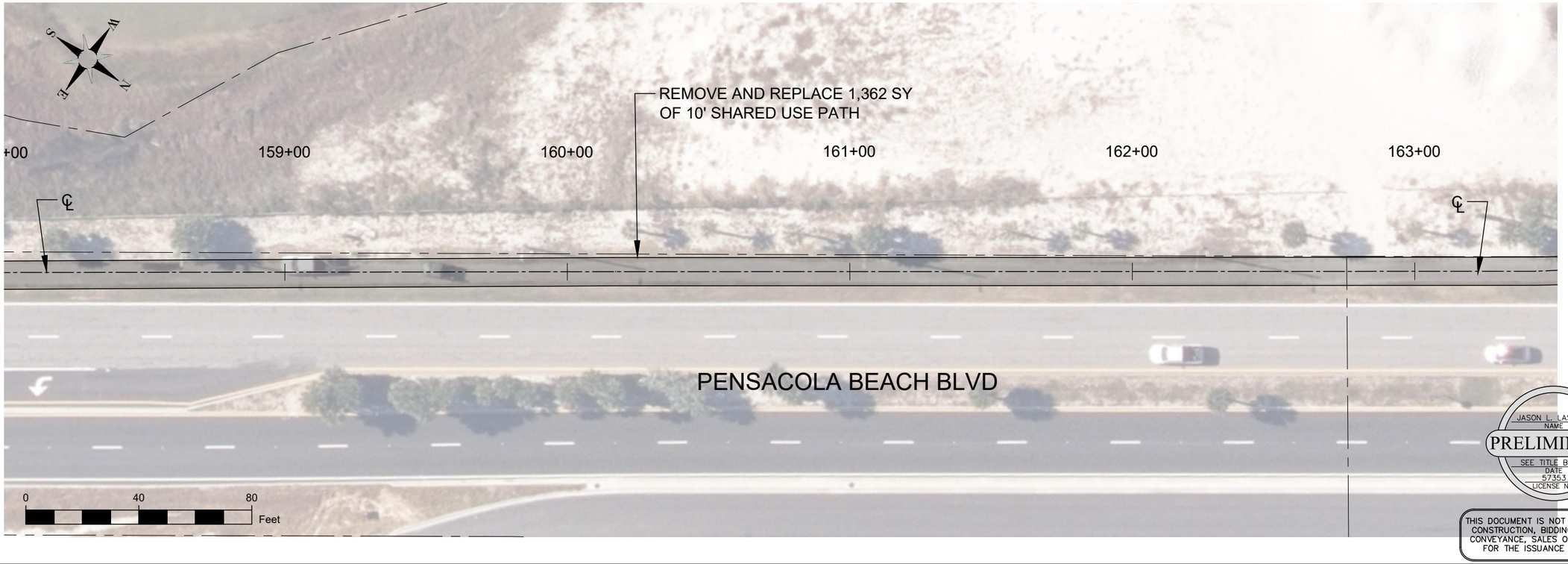
Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M.
Designed By: F.E.A.
Checked By: J.L.L.
Sheet: 16

JASON L. LASHLEY
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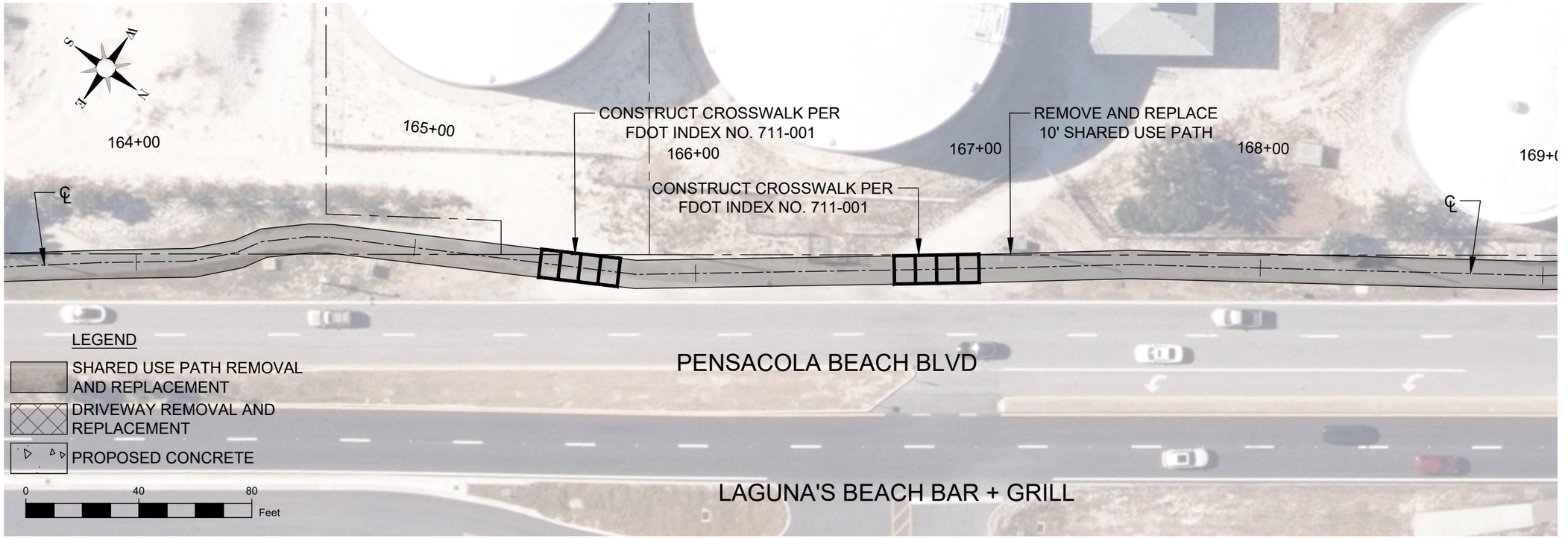
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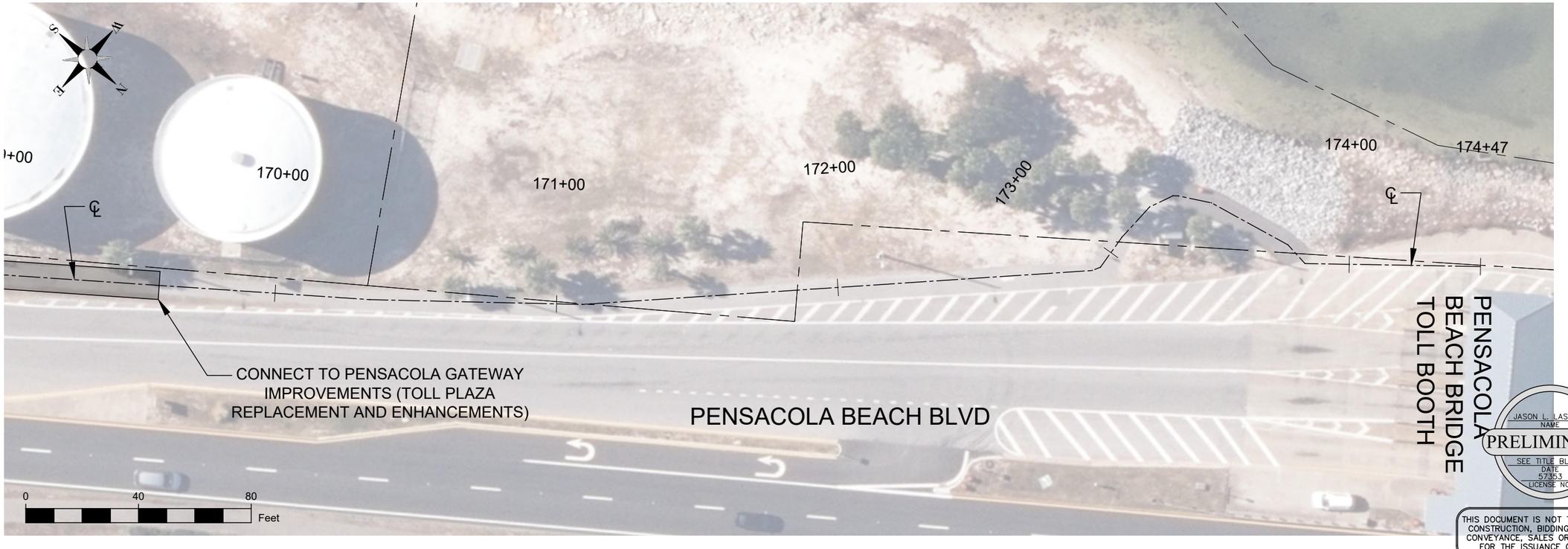
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Project Number:	2300758
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Drawn By:	F.E.A./M.G.M.
Designed By:	F.E.A.
Checked By:	J.L.L.
Sheet:	17

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PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

PLAN SHEETS

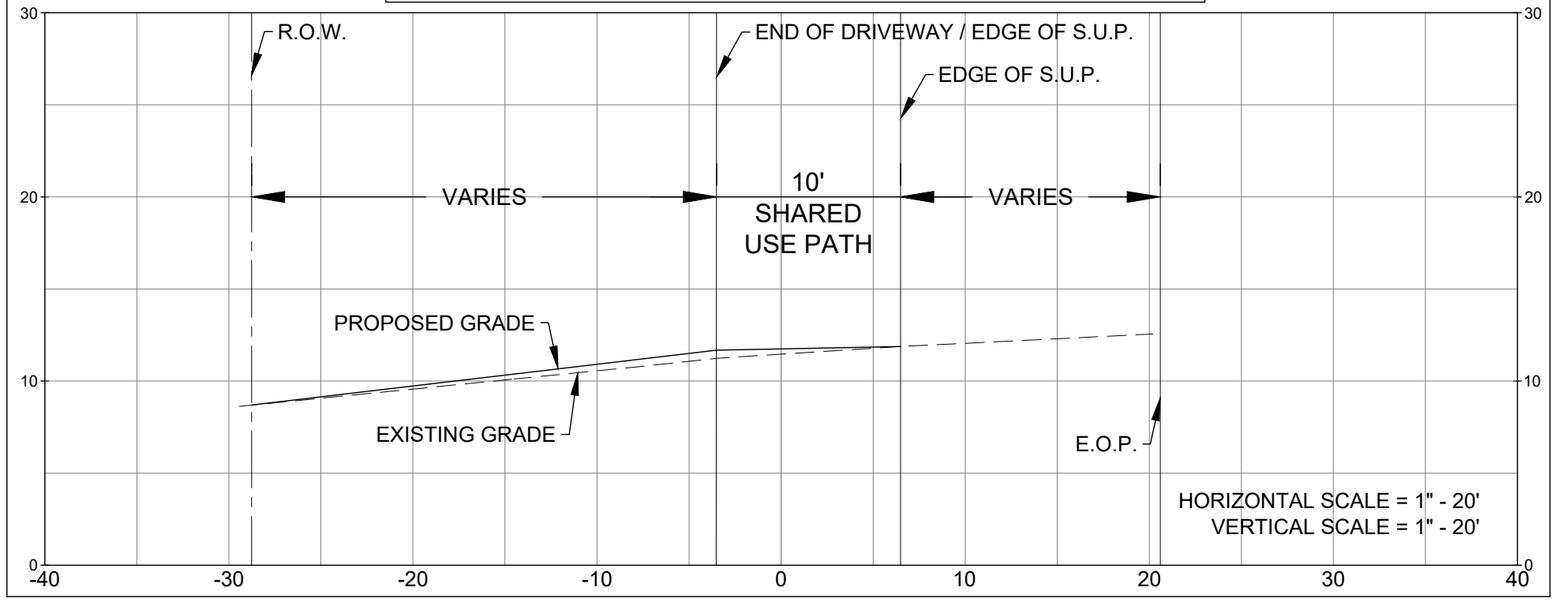
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Designed By:	F.E.A.
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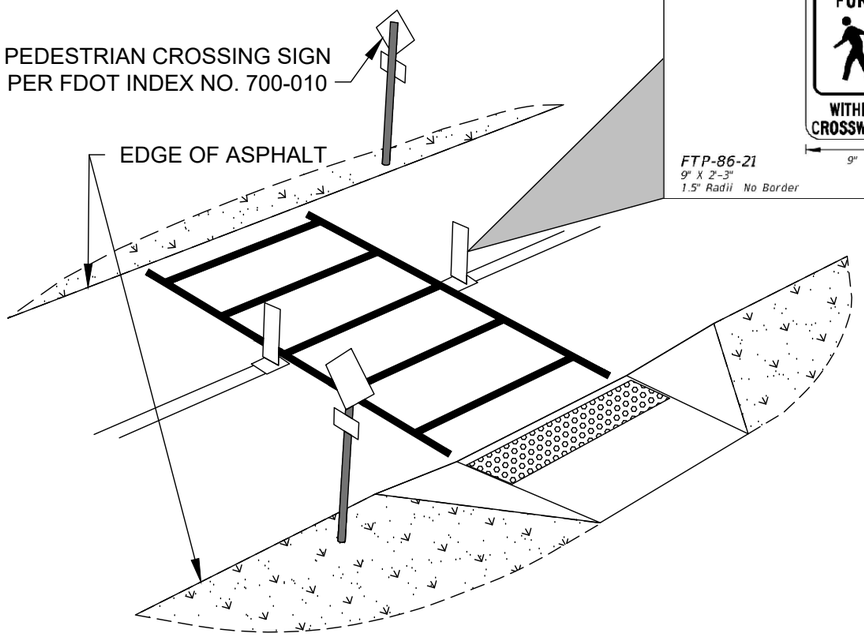
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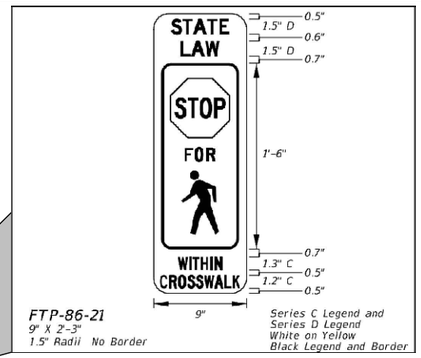
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PENSACOLA BEACH TYP. DETAIL FOR SHARED USE PATH ON DRIVEWAYS OVER 2%- DOWNSLOPE



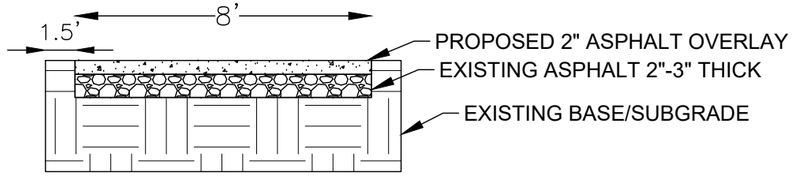
NOTES:
FOR ADDTIONAL INFORMATION ON CROSSWALK SEE FDOT PAVEMENT MARKINGS INDEX NO. 711-001

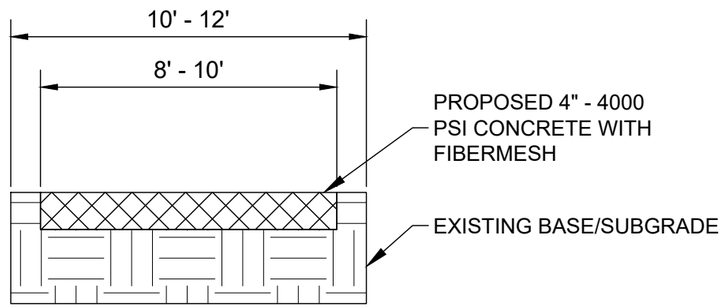




HIGH VISIBILITY CROSSWALK DETAIL
N.T.S.

ASPHALT OVERLAY SHARED USE PATH SECTION DETAIL - ALTERNATE A





CONCRETE REPLACEMENT SHARED USE PATH SECTION DETAIL

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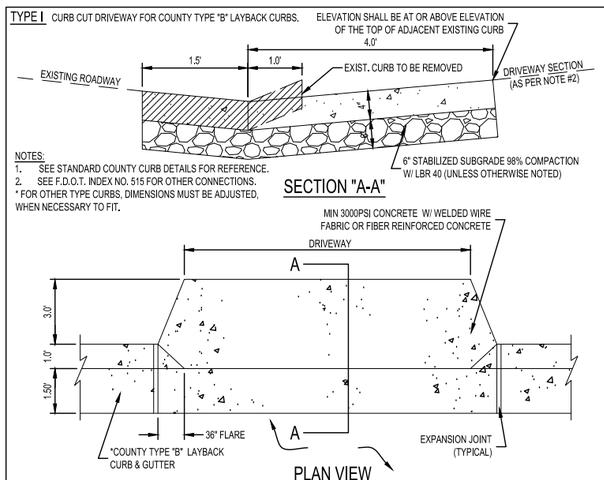
DETAILS SHEET

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JASON L. LASHLEY
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Designed By:	M.G.M.
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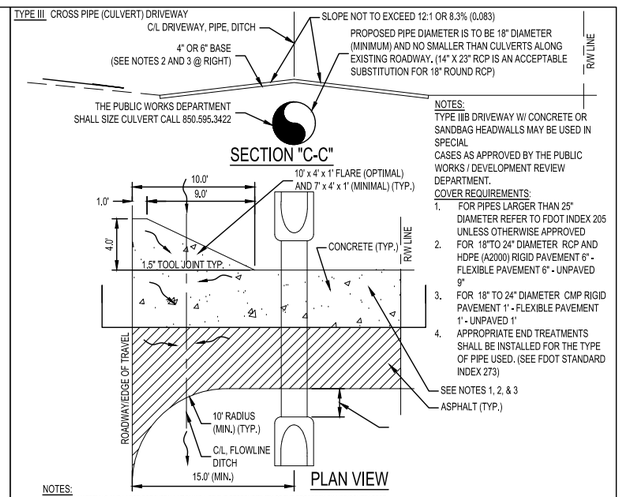


NOTES:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER/CONTRACTOR.
2. RESIDENTIAL DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1 - ½" ASPHALT WITH 6" STABILIZED SUB GRADE OR 4" CONCRETE WITH 6" STABILIZED SUB GRADE - 98% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE. COMPACTION AND TESTING IF NECESSARY. THIS WILL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO FDOT INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE I DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE

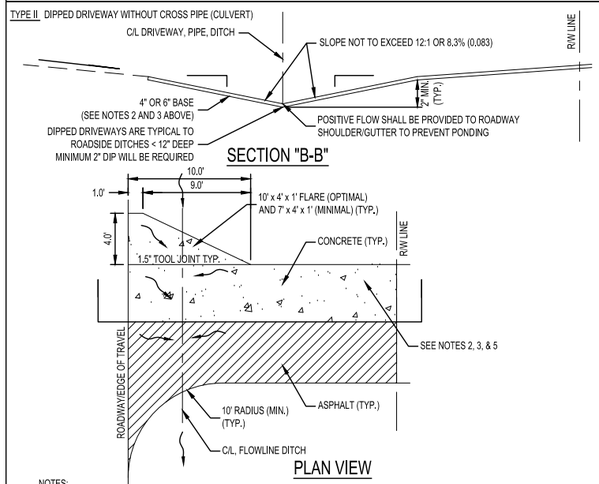


NOTES:
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TYPE III DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE

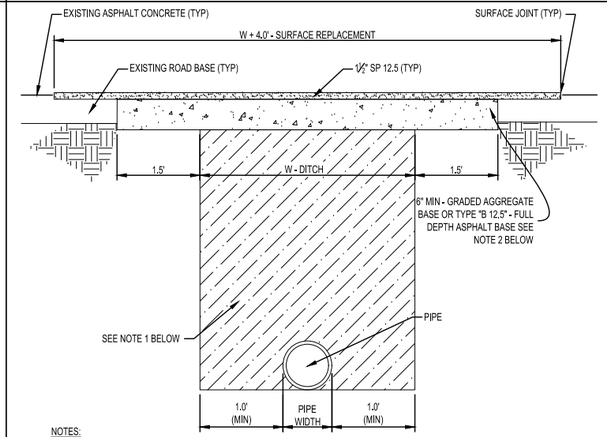


NOTES:
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5. RADIUS OR FLARE IS REQUIRED FOR TYPE II OR TYPE III CONNECTIONS. SEE DETAIL.
6. PARKING SPACES WITHIN COUNTY RIGHT-OF-WAY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM. (SEE NOTE #2 FOR PAVEMENT TYPES AND DEPTHS)
8. DRIVEWAY SLOPE SHALL NOT CREATE OR EXACERBATE VEHICULAR SCRAPING. ATTEMPTS SHALL BE MADE TO CORRECT THIS TYPE OF PROBLEM.
9. FOR COUNTY IMPROVEMENT PROJECTS, REPLACEMENT DRIVEWAYS SHALL MATCH EXISTING WIDTHS AT ROADWAY EDGE OF TRAVEL WITHOUT COMPROMISING SAFETY.

TYPE IV: SPECIAL INNOVATIVE DRIVEWAY CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) OR LICENSED CONTRACTOR APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF AND REQUIRES A DETAILED PLAN SUBMITTAL FOR REVIEW PRIOR TO ISSUANCE OF PERMIT.

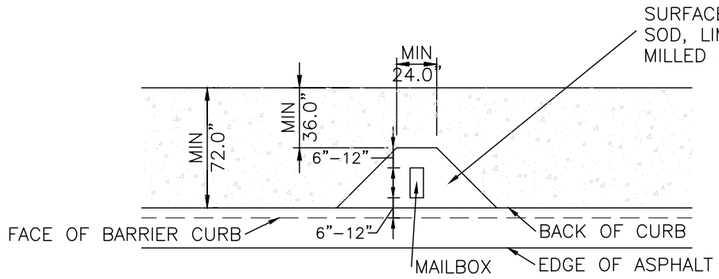
TYPE IV-A: REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE II DRIVEWAY CONNECTION STANDARDS
NOT TO SCALE

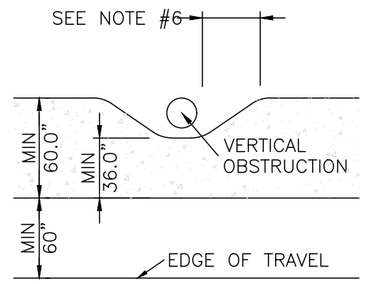


NOTES:
1. ROAD PATCH WORK BACKFILL (SUBBASE) MATERIAL SHALL BE PLACED IN NOT MORE THAN 8" LIFTS, EACH LAYER TO BE TAMPED TO A MINIMUM OF 40 LBR AND A MINIMUM OF 98% OF MODIFIED PROCTOR.
2. GRADED AGGREGATE BASE SHALL BE A MINIMUM OF 100LBR AND COMPACTED TO A MINIMUM OF 98% MODIFIED PROCTOR. CONCRETE SHALL BE A MIN. 3000 PSI, WHEN USED FOR BASE OR ROAD SURFACE.
3. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.
4. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF PAVEMENT WIDTH TO BE PATCHED SAME AS LATERAL PATCH. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER TO BE PATCHED WITH SAME BASE MATERIAL AND ENTIRE ROAD WIDTH RESURFACED.
5. TOP WIDTH OF DITCH (W-DITCH) IS TO BE DETERMINED BY OSHA LAYBACK SLOPE REQUIREMENTS FOR DEPTH OF CUT.

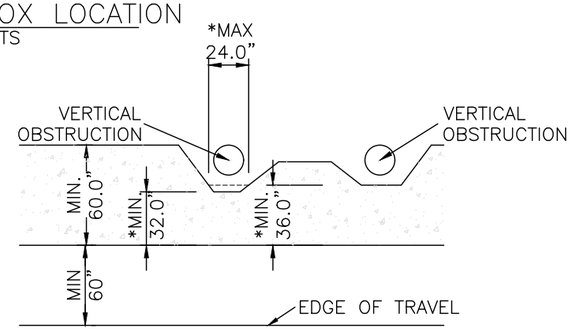
PAVED ROAD (LARGE PATCH) DETAIL
(FOR PATCHES 24" WIDE OR GREATER)
(ALL NOTES APPLY, SEE ABOVE)
NOT TO SCALE



6.0' SIDEWALK DETAIL WITH MAILBOX LOCATION
NTS



MINIMUM CLEAR WIDTH FOR 5.0' SIDEWALK DETAIL WITH VERTICAL OBSTRUCTION
NTS



*SIDEWALK WIDTH MAY BE REDUCED BELOW 36" FOR MAXIMUM SPAN OF 24"

5.0' SIDEWALK EXCEPTION DETAIL WITH VERTICAL OBSTRUCTION
NTS

NOTE:
1) CONTRACTOR SHALL COMPLY WITH ALL ADA, FDOT, AND ESCAMBIA COUNTY SPECIFICATIONS.

2) THE PEDESTRIAN CLEAR WIDTH OF WALKING SURFACES SHALL BE 60MINIMUM. IN AREAS WHERE THE SIDEWALK CAN NOT BE CONSTRUCTED AT 60" WIDE, THE DESIGN ENGINEER SHALL NOTIFY THE COUNTY ENGINEER, OR DESIGNEE, IMMEDIATELY WITH AN ALTERNATE DESIGN OR RESOLUTION. ANY DEVIATION FROM THE STANDARD DESIGN SHALL BE DOCUMENTED AND PROVIDED TO THE APPROPRIATE COUNTY P.M. FOR RECORDING.

3) IF THE VERTICAL OBSTRUCTION DOES NOT ALLOW FOR THE MINIMUM PEDESTRIAN CLEAR WIDTH, THE OBSTRUCTION REQUIRES RELOCATION BY THE APPROPRIATE PROVIDER.

4) MAILBOXES ON CURBED HIGHWAYS, ROADS AND STREETS SHALL BE SET WITH THE FACE OF THE BOX BETWEEN 6" AND 12" BACK OF THE FACE OF CURB AS PER FDOT INDEX 532

5) SIDEWALKS THAT ARE CONSTRUCTED ADJACENT TO TYPE F CURBS, SHALL BE A MIN. 6' WIDE. SIDEWALKS CONSTRUCTED IN AREAS WHERE NO CURBING IS INSTALLED SHALL HAVE A MINIMUM 5' SETBACK FROM TRAVEL LANE AND BE AT LEAST 5' WIDE.

6) IN AREAS WHERE SUFFICIENT RIGHT OF WAY IS AVAILABLE, THE TRANSITION BETWEEN SIDEWALK WIDTHS SHALL BE A MINIMUM OF 10' FEET IN LENGTH.

JASON L. LASHLEY
NAME
PRELIMINARY
SEE TITLE BLOCK
DATE
57353
LICENSE NO.

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3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

611 of 1404

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

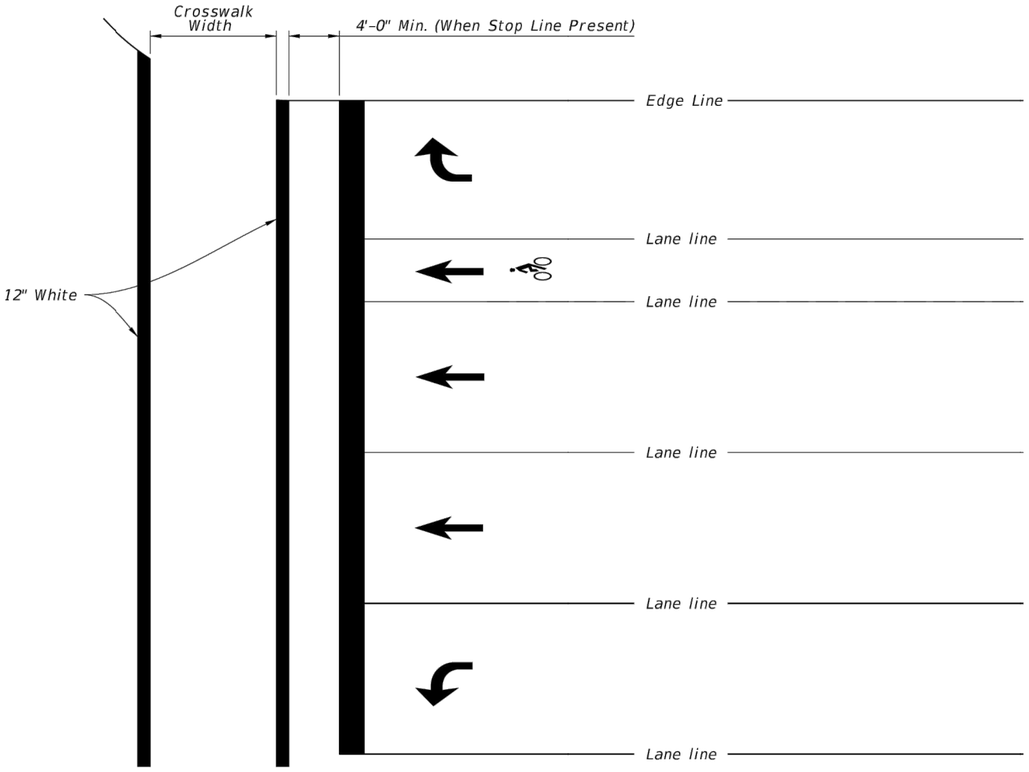
PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

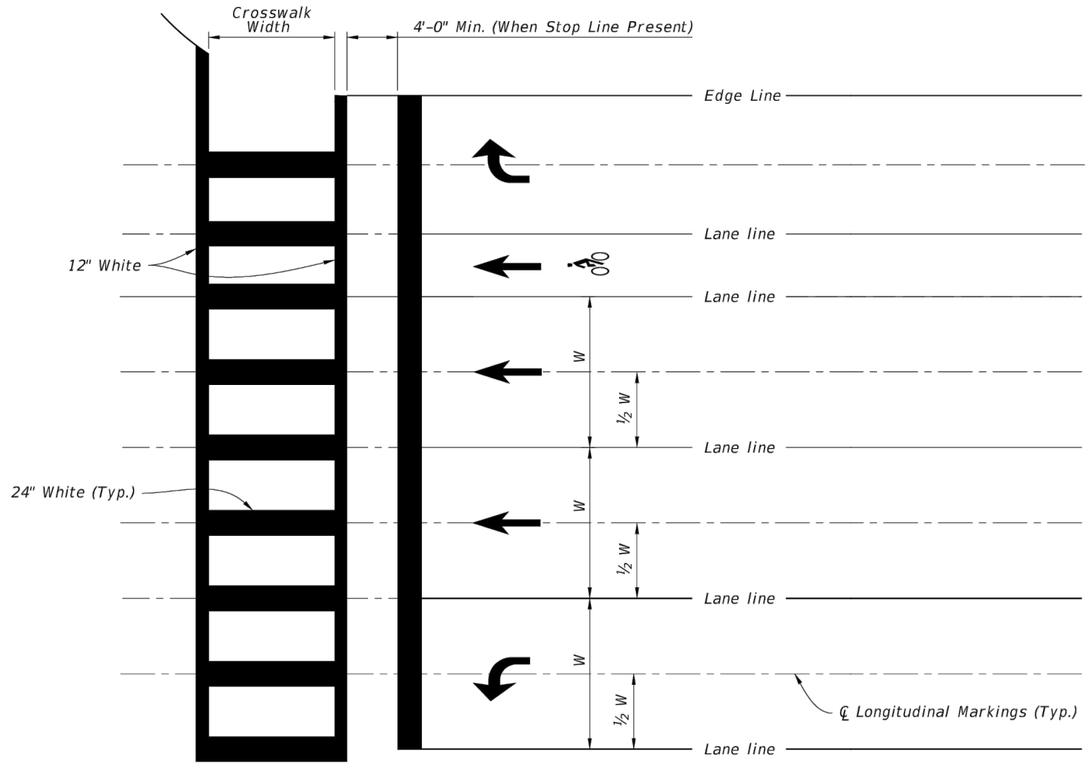
NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 20

Z:\Projects Directory\2300758 - Shared Use Path -Toll Booth to Ft. Pickens\01800 (CAD Drawings)\DWG\TOLL BOOTH - SHEETS 20-22 DETAILS.dwg, Dec 03, 2025 - 9:26:15AM, Mariona.Martinez



STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

JASON L. LASHLEY
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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX	SHEET
11/01/21					711-001	9 of 13

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

612 of 1404

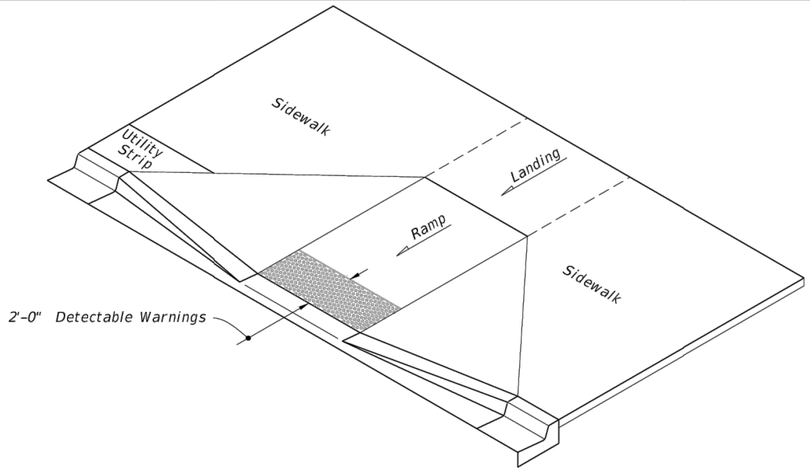
BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS
DETAILS SHEET

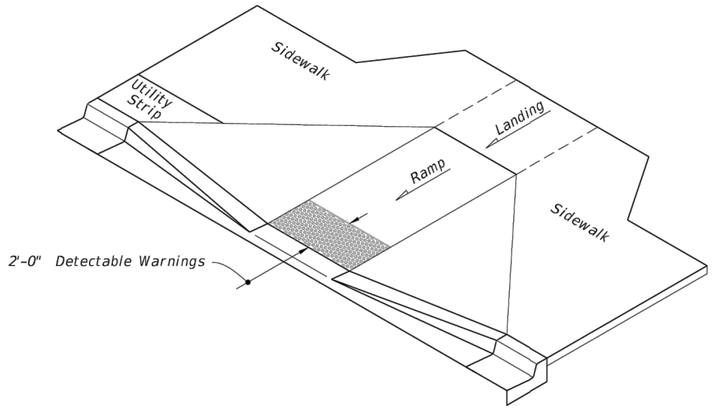
NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 21

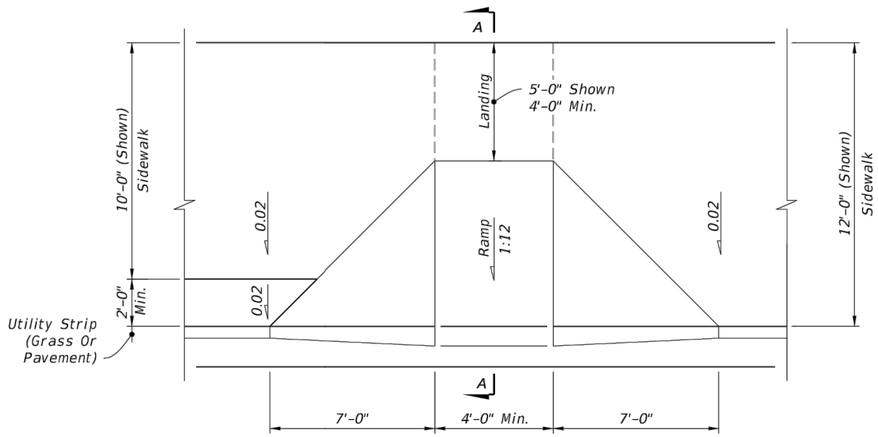
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ISOMETRIC VIEW



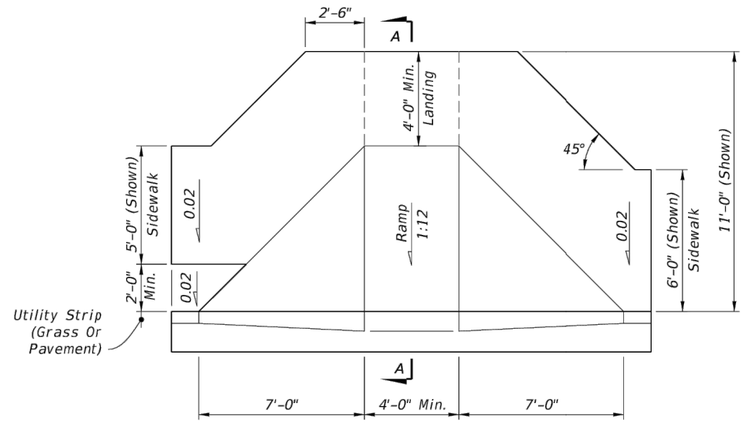
ISOMETRIC VIEW



PLAN VIEW

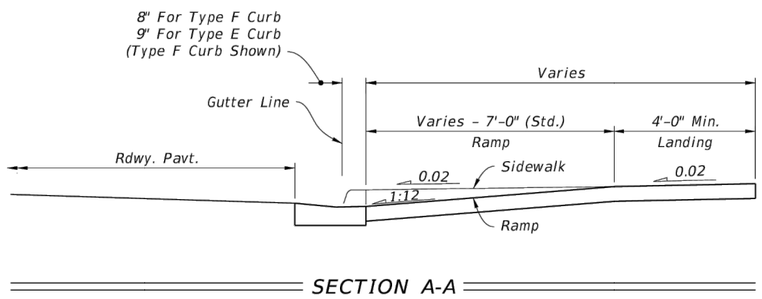
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 7.

CR-A



PLAN VIEW

CR-B



SECTION A-A

JASON L. LASHLEY
NAME
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SIDEWALK CURB RAMPS CR-A AND CR-B

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/20						522-002	2 of 7

3298 SUMMIT BOULEVARD, SUITE 32
PENSACOLA, FLORIDA 32503
PHONE: (850) 332-7912
CERTIFICATE OF AUTHORIZATION #37053
WAGGONER

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BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
ENGINEERING DEPARTMENT

PENSACOLA BEACH SHARED USE PATH SAFETY AND ADA IMPROVEMENTS

DETAILS SHEET

NO.	REVISION	DATE

Project Number: 2300758
Date: DECEMBER 2025
Drawn By: F.E.A./M.G.M
Designed By: M.G.M.
Checked By: J.L.L.
Sheet: 22

Z:\Projects Director\2300758 - Shored Use Path -Toll Booth to FL. Pickens\01800 (CAD Drawings)\DWG\TOLL BOOTH - SHEETS 20-22 DETAILS.dwg, Dec 03, 2025 - 9:26:22AM, Marianna.Martinez
9/10/2024 1:39:36 PM

REPORT_N	CRASH_YE/	CRASH_DA	REPORT_D/	INVESTIGA	FORM_TYP	TOTAL_NU	TOTAL_NU	COUNTY_C
88508522	2021	########	########	FHPA21OFI	L	1	1	9
27050864	2025	########	########	FHP25ON0	L	1	1	9
89655165	2023	########	########	FHP23ON0	L	1	1	9
24966085	2022	########	########	FHP22ON0	L	1	2	9
88564171	2021	########	########	FHPA21OFI	L	1	2	9
27019399	2025	########	########	FHP25ON0	L	1	2	9
88498403	2021	########	########	FHPA21OFI	S	1	2	9
24972740	2022	########	########	FHP22ON0	L	1	1	9
89631473	2023	########	########	FHP23ON0	L	1	3	9
26363533	2024	########	########	FHP24ON0	L	1	2	9
88509445	2021	########	########	FHPA21OFI	L	1	3	9
89672106	2023	########	########	FHP23ON0	L	1	2	9
26991241	2025	########	########	FHP25ON0	L	1	2	9

CITY_CODE	COUNTY_N	CITY_NAMI	RURAL_OR	NOTIFIED_	DISPATCHE	ARRIVED_T	CLEARED_T	COMPLETE
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y
0	Escambia	Unincorpor	Rural	########	########	########	########	Y

NOTIFIED_I	ON_STREE	STREET_AD	LATITUDE	LONGITUDI	FEET_FROM	DIRECTION	FROM_INT	MILEPOST_
Law Enforc	STATE ROAD 399 (VIA		30.3335	-87.1391	7532	South	CASINO BEACH BOARD	
Law Enforc	PENSACOLA BEACH TR		30.33898	-87.1463	1443	North	CR 399 (PENSACACOLA	
Law Enforc	SR-399		30.33919	-87.1467	1564	North	QUIETWATER BEACH R	
Law Enforc	241 PENSACOLA BEACI		30.3355	-87.1432			SR-399 (PENSACOLA BI	
Law Enforc	STATE ROAD 399 (PEN		30.33725	-87.145	352	West	QUIETWATER BEACH R	
Law Enforc	782 QUIETWATER BEA		30.33408	-87.1408	151	North	STATE ROAD-399	
Law Enforc	2 VIA DE LUNA DRIVE F		30.33357	-87.1383			STATE ROAD 399 (PEN	
Law Enforc	1 SR 399		30.3339	-87.1405	26	North	CASINO BEACH BOARD	
Law Enforc	STATE ROAD 399 (PEN		30.33465	-87.142	534	South	QUIETWATER BEACH R	
Law Enforc	CASINO BEACH PARKIN		30.33233	-87.1425	0		COUNTY ROAD 399	
Law Enforc	STATE ROAD 399		30.33426	-87.1354	1	West	CASINO BEACH BOARD	
Law Enforc	1 VIA DE LUNA DR SAN		30.33346	-87.1395	0		S.R.399 (VIA DE LUNA I	
Law Enforc	CASINO BEACH BOARD		30.33281	-87.1395	238	South	SR-399	

ROAD_SYS	TYPE_OF_S	TYPE_OF_I	PHOTOS_T	LIGHT_CON	WEATHER_	ROAD_SUR	SCHOOL_B	TYPE_OF_I
State	Curb	Not at Inte	N	Daylight	Clear	Dry	N	Other
County	Unpaved	Not at Inte	N	Daylight	Clear	Dry	N	Other
State	Curb	Not at Inte	N	Dark - Ligh	Clear	Dry	N	Other
Parking Lot	Paved	Not at Inte	N	Daylight	Rain	Wet	N	Other
State	Unpaved	Not at Inte	N	Dawn	Cloudy	Dry	N	Other
Parking Lot	Paved	Not at Inte	N	Dusk	Clear	Dry	N	Other
State	Unpaved	Not at Inte	N	Daylight	Cloudy	Dry	N	Angle
Parking Lot	Curb	Not at Inte	N	Dark - Not	Clear	Dry	N	Angle
State	Curb	Not at Inte	N	Dark - Not	Clear	Dry	N	Other
Private Roa	Paved	T-Intersect	N	Daylight	Clear	Dry	N	Other
State	Curb	Not at Inte	N	Dark - Not	Cloudy	Dry	N	Other
Parking Lot	Paved	Not at Inte	N	Dark - Ligh	Clear	Dry	N	Other
Local	Curb	Not at Inte	N	Dark - Ligh	Clear	Dry	N	Other

FIRST_HAR	LOCATION	INTERCHAN	JUNCTION_	ROAD_CIR(	ROAD_CIR(	ROAD_CIR(	ENVIRONM	ENVIRONM
Pedestrian	On Roadwa	N	Non-Junctio	None			None	
Pedalcycle	On Roadwa	N	Non-Junctio	None			None	
Pedalcycle	On Roadwa	N	Non-Junctio	None			None	
Parked Mo	In Parking l	N	Non-Junctio	None			None	
Pedestrian	On Roadwa	N	Non-Junctio	None			None	
Pedestrian	In Parking l	N	Non-Junctio	None			None	
Pedalcycle	In Parking l	N	Non-Junctio	None			None	
Pedalcycle	Off Roadwa	N	Non-Junctio	None			None	
Pedestrian	On Roadwa	N	Non-Junctio	None			None	
Pedestrian	In Parking l	N	Driveway/A	None			None	
Pedalcycle	Shoulder	N	Driveway/A	None			None	
Pedestrian	In Parking l	N	Non-Junctio	None			None	
Pedestrian	Off Roadwa	N	Non-Junctio	None			None	

ENVIRONM	WORK_ZOI	CRASH_IN	TYPE_OF_V	WORKERS_	LAW_ENFC	INVESTIGA	INVESTIGA	INVESTIGA
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	
	N				TPR	Florida Higl	Florida Higl	

LOAD_DAT	UPDATE_D	DAYS_TO_I	CODEABLE	S4_CRASH_	S4_CRASH_	S4_CRASH_	S4_CRASH_	S4_DAY_OI
########	########	5	Y	Pedestrian	Pedestrian	Injury	Non-Incapa	DAY
########	########	4	Y	Bicycle	Bicycle	Injury	Non-Incapa	NIGHT
########	########	2	Y	Bicycle	Bicycle	Injury	Non-Incapa	NIGHT
########	########	4	Y	Single Vehi	Other	Injury	Non-Incapa	DAY
########	########	6	Y	Pedestrian	Pedestrian	Injury	Possible Inj	NIGHT
########	########	5	Y	Pedestrian	Pedestrian	Injury	Possible Inj	NIGHT
########	########	6	N	Bicycle	Bicycle	No Injury	No Injury	DAY
########	########	6	Y	Bicycle	Bicycle	Injury	Non-Incapa	NIGHT
########	########	4	Y	Pedestrian	Pedestrian	Injury	Non-Incapa	NIGHT
########	########	2	Y	Pedestrian	Pedestrian	Injury	Possible Inj	NIGHT
########	########	7	Y	Bicycle	Bicycle	Injury	Possible Inj	NIGHT
########	########	10	Y	Pedestrian	Pedestrian	Injury	Possible Inj	NIGHT
########	########	3	Y	Pedestrian	Pedestrian	Injury	Possible Inj	NIGHT

S4_IS_AGG	S4_IS_ALC(	S4_IS_CMV	S4_IS_DIST	S4_IS_DRU	S4_IS_HIT_	S4_IS_INTE	S4_IS_LANI	S4_IS_SPEE
N	N	N	N	N	Y	N	N	N
N	N	N	N	N	Y	N	N	N
N	N	N	N	N	Y	N	N	N
N	N	N	N	N	N	N	N	N
N	N	N	Y	N	N	N	N	N
N	N	N	N	N	Y	N	N	N
N	N	N	Y	N	N	N	N	N
N	N	N	N	N	Y	N	N	N
N	N	N	N	N	N	N	N	N
N	N	N	N	N	N	N	N	N
N	N	N	N	N	N	N	N	N
N	N	N	N	N	N	N	N	N
N	N	N	Y	N	N	N	N	N

S4_NONE_	S4_INJURY_	S4_POSSIB	S4_NON_IN	S4_INCAPA	S4_FATALI	S4_FATALI	S4_NON_T	S4_TRAILEF
0	1	0	1	0	0	0	0	0
0	1	0	1	0	0	0	0	0
0	1	0	1	0	0	0	0	0
1	1	0	1	0	0	0	0	0
1	1	1	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0
2	1	0	1	0	0	0	0	0
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2	1	1	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0

S4_MOTOF	S4_MOPED	S4_NON_M	S4_BICYCLI	S4_PEDEST	S4_DRIVER	S4_AGING_	S4_TEENAG	S4_PASSEN
1	0	1	0	1	0	0	0	0
0	0	1	1	0	0	0	0	0
0	0	1	0	1	0	0	0	0
0	0	1	1	0	1	0	0	0
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0	0	1	0	1	1	0	1	0

S4_UNREST	S4_UNREST	S4_UNREST	S4_UNREST	S4_MOTOF	S4_MOTOF	S4_MOTOF	S4_IS_PEDI	S4_PEDEST
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0	0	0	0	0	0	0	N	0
0	0	0	0	0	0	0	Y	0
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0	0	0	0	0	0	0	Y	0
0	0	0	0	0	0	0	N	0
0	0	0	0	0	0	0	N	0
0	0	0	0	0	0	0	Y	0
0	0	0	0	0	0	0	Y	0
0	0	0	0	0	0	0	N	0
0	0	0	0	0	0	0	Y	0
0	0	0	0	0	0	0	Y	0

S4_PEDEST	S4_IS_BICY	S4_BICYCLI	S4_BICYCLI	S4_CITATIC	S4_CITATIC	S4_PROPEF	S4_PROPEF	S4_VEHICLI
0	N	0	0	0	0	0	0	0
0	Y	0	0	0	0	0	0	0
0	N	0	0	0	0	0	0	0
0	Y	0	0	0	0	0	0	1
0	N	0	0	1	0	0	0	1
0	N	0	0	0	0	0	0	0
0	Y	0	0	1	0	1	30	1
0	Y	0	0	0	0	1	500	0
0	N	0	0	1	0	0	0	1
0	N	0	0	0	0	0	0	0
0	Y	0	0	3	0	0	0	1
0	N	0	0	1	0	0	0	0
0	N	0	0	2	0	0	0	1

S4_VEHICLI	S4_TOTAL_	S4_TRANSF	S4_TRANSF	S4_TRANSF	S4_GEOLO	S4_PRELIM	S4_X	S4_Y
0	0	1	0	0	Preliminary	Editor Map	-91291.8	3372312
0	0	0	0	1	Preliminary	Computer	-91334.4	3372407
0	0	1	0	0	Preliminary	Editor Map	-91355	3372438
50	50	1	0	0	Preliminary	Editor Map	-91050.2	3372002
4000	4000	1	0	0	Preliminary	Editor Map	-91161.5	3372123
0	0	0	0	0	Preliminary	Computer	-90826.9	3371834
500	530	0	0	0	Preliminary	Editor Map	-90583.8	3371763
0	500	0	0	0	Preliminary	Editor Map	-90855.4	3371809
600	600	1	0	0	Preliminary	Editor Map	-90940.6	3371839
0	0	1	0	0	Preliminary	Editor Map	-90988.1	3371647
1000	1000	1	0	0	Preliminary	Editor Map	-90706.3	3371759
0	0	0	0	0	Preliminary	Editor Map	-90702.2	3371742
1	1	0	0	0	Preliminary	Computer	-90706.6	3371685

S4_LATITUI	S4_LONGITUDE
30.33815	-87.1459
30.33898	-87.1463
30.33924	-87.1466
30.33548	-87.1432
30.33651	-87.1444
30.33408	-87.1408
30.33356	-87.1382
30.33384	-87.1411
30.33407	-87.142
30.33233	-87.1423
30.33346	-87.1395
30.33332	-87.1394
30.3328	-87.1394

Transportation Alternatives Program

Project Scoring Criteria

Florida-Alabama TPO
Transportation Planning Organization

2019

EMERALD COAST REGIONAL COUNCIL

Project Scoring Criteria Background

The Florida-Alabama Transportation Planning Organization (TPO) Transportation Alternatives Program (TAP) Project Scoring Criteria has been written to assist the Florida-Alabama TPO and advisory committees with the review and ranking of the submitted TAP applications. The purpose of the FLORIDA-ALABAMA TPO TAP Project Scoring Criteria is to convey the FLORIDA-ALABAMA TPO's evaluation criteria in a quantified and logically organized fashion. The Project Scoring Criteria has been designed to be used in conjunction with the Florida Department of Transportation (FDOT) TAP Application. This allows potential applicants and project sponsors to internally score and evaluate their projects prior to the final submission.

The Project Scoring Criteria addresses the state regulations, local considerations and generally supports the transportation goals of the Florida-Alabama TPO. The Project Scoring Criteria developed specific quantifiable criteria that addresses each of the larger evaluation criterion. These criteria were selected and developed with a focus on the details while maintaining an understanding of the embedded Transportation Alternatives Program.

Project Scoring Criteria Requirements

The Florida-Alabama Transportation Alternatives Program (TAP) Project Scoring Criteria must be completed and submitted with the FDOT TAP Application and the FDOT Checklist to the TPO for project review and ranking.

General Guidelines for Supplemental Data

The Project Scoring Criteria is structured to enable the TAP application process at the Florida-Alabama TPO to be intuitive and easily interpreted for the applicant, the TPO staff, and TPO Board and advisory committees. The Scoring Criteria is written with a focus to logically quantify physical attributes of the project, safety, connectivity, location efficiency, proximity to school, design quality, and environmental/archeological/historic preservation issues.

Supplemental data is requested and noted for certain criteria. Please note the following guidelines for supplemental data:

Supplemental data that includes mapping, document references, and quantitative data must be included as an attachment/addendum to the Project Scoring Criteria.

State Traffic Counts/AADTs must include the FDOT/ALDOT County Code and Site Number.

Local Traffic Counts must include a brief summary of the methodology; this includes the machine type, axle detection, vehicle classifications, the dates and the times that the traffic was counted. A traffic count of 48 hours is the minimum that will be accepted.

References to planning documents must include the document title, year of adoption/publication and the section-chapter-page location of the referenced project. Where applicable, links to the referenced documents are encouraged.

When asked to provide a brief description of a claimed criterion, please limit the description to one short paragraph.

If a claimed criterion is mapped, please note that it is mapped in the Criterion Category.

Eligible Projects for the Transportation Alternatives Program:

TAP funds are available for specific project types. These project types are determined by FHWA, and generally include planning, design, or construction of projects previously eligible under the Safe Routes to School and Transportation Enhancements programs. Specific eligible project types include, but are not limited to:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Archaeological planning and research; and
- Environmental mitigation.

For a complete and detailed list of eligible project types, please reference FHWA's on-line guidance:

https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm

Who May Apply?

Eligible project sponsors are determined by the FHWA. LAP certification is required for selected projects, but not required for submittal.

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or State agency).

TPOs are not able to directly sponsor projects.

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	8
Criterion 2	Connectivity	15	13
Criterion 3	Location Efficiency	15	15
Criterion 4	Proximity to School	15	5
Criterion 5	Design Quality	15	12
Criterion 6	Environmental/Archeological Projects/ Historic Preservation	15	2
	Total	100	55
Bonus Points	Local Contribution and Public Support	5	5
	Total Points Possible	105	60

Criterion 1: Safety - The project is scored for making significant safety improvements to the existing and proposed transportation network. Please submit crash data to verify your selection for crashes within the project area.

Crash data reports must use the Signal Four Analytics data. Please contact TPO staff if your application claims accidents that are not reported in the Signal Four database.

Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists.	**Pts**	
Low crash corridor = < 3 car/pedestrian/cyclist incidents from the past 5 years	1	0
Moderate crash corridor = 3-10 car/pedestrian/cyclist incidents from the past 5 years	2	0
High crash corridor = >10 car/pedestrian/cyclist incidents from the past 5 years	3	13

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists.	**Pts**	
Moderate crash corridor = 3-10 car/pedestrian/cyclist incidents from past 5 years	2	0
High crash corridor = >10 car/pedestrian/cyclist incidents from past 5 years	3	13

Safety Issue ***Provide brief descriptions for each claimed criterion***	**Pts**	
Posted speed limit over 30 mph in project area	1	0
Improves mobility for disabled, elderly or youth populations – *(Please provide an address and note location on map for the affected facility)*	1	1
Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census	1	0
Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	1
Reduces traffic volume in tourist/commercial areas	1	1

Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design. ***Provide a brief description for each claimed criterion – notate on map where applicable.***	**Pts**	
Physical Separation Barrier A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	1
Defined Space A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4 foot wide shoulder.	1	1

Vehicle Traffic					
The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff.					
40,001+ **12 pts**	35,001-40,000 **11 pts**	30,001 to 35,000 **10 pts**	25,001-30,000 **9 pts**	20,001-25,000 **8 pts**	15,001-20,000 **7 pts**
10,001-15,000 **6 pts**	5,001-10,000 **5 pts**	4,001-5,000 **4 pts**	3,001-4,000 **3 pts**	2,001 – 3,000 **2 pts**	Less than 2,000 **1 pt**

Total Points for Safety Criteria	18

Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Improves access to commercial areas	2	2
Improves access to parks and recreational areas	2	2
Provides pedestrian/bicycle facilities where none exist	2	0
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	2	2
Fills a documented gap in an existing transportation network	3	3

Transit Connectivity (select one) ***Transit stops must be noted on an attached project map***	**Pts**	
Connects to existing bike/ped facility & does not connect to a transit stop	2	0
Connects to existing bike/ped facility & <1/2 mile from transit stop	3	0
Connects to existing bike/ped facility & <1/4 mile from transit stop	4	4

Total Points for Connectivity Criteria	13

Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Please provide brief description of proximity location in relationship to destination of interest.

Maximum Points Allowed: 15

Does the project provide access to destinations of interest?

High Interest Select One (7 pts total)	Moderate Interest Select One (5 pts total)	Low Interest Select One (3pts total)
Town Center – Square	Multi-Family Development	Low Density Single Family (detached single family developments)
Mixed Use Center	Park n Ride Lot	Post Office
Major Employment Center (Office Park, Big Box Retail)	Park	Bank
Transit Center/Station (hub that serves as central location for multiple routes and network)	Greenway	Bus Stop (a bench or 5-15 person shelter)
School (within 2 miles)	Retail Center	
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 10)	
Marinas	Libraries	
Recreation Facility (sport fields, gymnasium, etc)	Grocery Store/Farmers Market/ Stationary Food Providers/Restaurants	
	Hotels	
	Rural Road Bike Routes	

Total Points for Location Efficiency Criteria	15

Criterion 4: Proximity to School - Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools program. Schools are defined as a K-12 facility; or a public or private university, college or community college.

Proximity to School (select one) ***List the name and address of schools within the 2-mile project radius***	**Pts**	
Project >2 Mile from a school	0	0
Project within 1-2 mile of a school	5	5
Project within 1 mile of a school	15	0

Total Points for Proximity to School Criteria	5

Criterion 5: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

General Design ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Addresses both walking and biking	1	1
Buffered/Protected bicycle lane, separated multiuse path > 5', or sidewalk > 5'	3	3
Provides bike parking or seating for pedestrian areas	2	2
Provides trailheads, staging areas and parking	1	1
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	3	0
Prior Phases of this project are under construction or have been completed. *Provide documentation for the prior phases.*	4	4
All Right of Way has been secured or none is needed	1	1

Total Points Design Quality Criteria	12

Criterion 6: Environmental/Archaeological Projects/

Historic Preservation

Environmental/Archaeological Projects/Historic Preservation ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	0
Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	2	0
Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to **avoid, minimize or mitigate impacts**	2	0
Includes community partnership between governmental and non-governmental organizations	1	0
Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities	1	0
Construction of turnouts, overlooks, and viewing areas	1	0
Project enhances access to an existing or planned activity center. ***(Planned activity centers must be defined in a Capital Improvement Plan or similar document. Please reference and attach information in addendum.)***	1	0
Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	2	0
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	2	0
Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)	2	2

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	2

Bonus Points:

Local Contributions and Public Support	Pts	
Local Contribution: monetary and non-monetary, to include drainage, right-of-way, and professional services.	3	3
Public Support: submit 4 or more letters of support. This must include 2 letters from a private source and 2 from a public source. * *Supporting letters can be gathered from public officials, municipalities, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations; businesses and residents located within the project limits.* *Letters of support must be dated within the past 3 years*	2	2

Total Bonus Points	5

The information below will aid the TPO in ranking projects for the TPO TAP Priority List.

Information Only – The following answers are for the TPO project review and will not be scored			
Total project cost:	$919,128		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	Yes. It includes $510,771 in local funds.		
Total length of the project (miles)?	1.13 miles		
How many intersections are located within the project boundaries?	1		
Does the project address a unique safety issue not detailed in the Safety Criteria?	No		
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3

High Interest Destinations: These are common, highly-trafficked destinations within a particular city, town, or region.

Town Center/Square: Downtown or central business district of a city or town.

Mixed Use Center: An integrated development project which combines multiple uses within individual buildings or sites. Example: A retail development with residential units above or adjacent.

Major Employment Center: A dense collection of retail or non-retail employment locations, where the percentage of employers is significantly higher than that of surrounding areas. Typically total employment will exceed 150 employees. Example: An office park or big box retail

Transit Center: A station or hub which serves as the central location for multiple routes or networks.

School: Any K-12 school facility located within 1/2 mile of project/facility.

University/College: Any public or private university, college, or community college.

Entertainment Center: A combination of restaurants, theaters, music venues or other entertainment venues within a centralized location

Marinas: A specially designed harbor with moorings for pleasure craft and small boats

Recreation Facility: A public facility that provides infrastructure and amenities for organized sports. Example: a sports complex with multiple soccer fields, gymnasiums or other leisure sports.

Moderate Interest Destinations These are common, moderately-trafficked destinations, typically found in many cities and towns.

Multi-family Development: Multiple residential housing units located in one building/structure, or multiple buildings within one complex. Example: Apartment complex.

Park-n-Ride Lot: A designated parking location which allows drivers to park private automobiles, bicycles, or other vehicles, and access public transportation or transit.

Park: Regional, local, or neighborhood space for passive or active recreation.

Greenway: A natural or paved path, typically located outside of vehicular rights-of-way, intended for non-motorized active transportation.

Retail Center: A collection of retail locations where the percentage of retailers is significantly higher than that of surrounding areas.

Religious/Civic Center: A private or public venue which offers religious or civic services to the general public.

Unique Destination / Tourist Destination: A specific destination of civic or cultural value which attracts visitors, is unique to a particular city, town, or county, and may not satisfy other destination descriptions

Health Care Clinic: These can include facilities with less than 10 doctors on staff.

Libraries: A physical location which provides access to reading materials such as books, periodicals, and newspapers, and often other forms of video or audio media.

Rural Road Bike Routes Rural: suburban roads which typically do not include prescribed bicycle facilities, but may be signed as state, historic, scenic, or recreational bicycle routes.

Food Options: Large and small grocery stores, farmer's markets, or fresh foods. Other local, stationary food providers will be considered.

Hotels: Hotels, motels, and other commercial establishments offering lodging, meals, and other guest services

Low Interest Destinations - These are common destinations, which typically experience less human traffic.

Low Density Single Family Development: Detached single family developments which can be found in rural, suburban, and urban environments.

Bus Stop (Neighborhood Scale): Typically a bench or 5 to 15 person shelter located adjacent to a sidewalk or roadway.

PENSACOLA BEACH SHARED USE PATH :
FORT PICKENS PARKING LOT TO TOLL BOOTH
Milestone Schedule
1/16/2026

INDEX OF TASKS	Duration (days)	Days after NTP	
		Start	Finish
1 SURVEYING	30	1	31
2 ENGINEERING	90	31	121
3 PROCUREMENT	90	121	211
4 CONSTRUCTION	365	211	576

Jan. 22, 2026

Florida–Alabama Transportation Planning Organization
4081 E Olive Rd, Suite A
Pensacola, Florida 32514

To Whom It May Concern:

On behalf of Pensacola Beach Advocates (PBA), I am writing to express strong support for Escambia County's Transportation Alternatives (TA) application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project along CR-399 (Via de Luna Drive and Fort Pickens Road).

Pensacola Beach Advocates is a nonprofit organization formed to educate and inform leaseholders, public officials, and other interested parties on issues affecting the safety, livability, and long-term stewardship of Pensacola Beach. Our board and members regularly engage with the Santa Rosa Island Authority and Escambia County on matters such as transportation safety, hurricane evacuation and re-entry, responsible development, and protection of the barrier-island environment.

The shared use path is a critical piece of Pensacola Beach's transportation network. In a constrained, high-activity corridor with heavy seasonal traffic, it provides a safer and more predictable option for residents, workers, and visitors traveling on foot or by bicycle. However, where curb ramps, crossings, and other interfaces are not consistently accessible or up to current standards, the result is increased conflict at key points of interaction and reduced independence for people with disabilities and mobility limitations.

This project's focus on targeted safety upgrades and ADA compliance will improve the continuity and usability of the corridor for all users, including older adults, people with disabilities, and families with strollers. These improvements also support broader community goals by reducing unnecessary exposure to vehicular conflicts and helping ensure that Pensacola Beach remains a safe, inclusive, and welcoming destination.

For these reasons, Pensacola Beach Advocates supports Escambia County's TA application and respectfully encourages favorable consideration of this project.

Sincerely,

Rhonda Dorfman
President
Pensacola Beach Advocates

CIL of Northwest Florida

Empowering People with Disabilities to live their best lives.

January 26, 2026

Florida–Alabama Transportation Planning Organization
4081 E Olive Rd.
Suite A
Pensacola, Florida 32514

To Whom It May Concern:

On behalf of the Center for Independent Living of Northwest Florida, Inc. (CILNWF), I am writing to express strong support for Escambia County's Transportation Alternatives (TA) application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project.

CILNWF promotes, educates, facilitates, assists and advocates with and on behalf of people with disabilities, in partnership with their communities, to achieve their goals for independence. Escambia County is a long-time collaborative partner, with a shared commitment to continuous improvement in the safety of ALL area citizens.

For people with disabilities, gaps in accessibility—such as noncompliant curb ramps, unsafe crossings, or uneven landings—can function as complete barriers to independent travel. In a high-traffic coastal corridor like Pensacola Beach, these deficiencies also create safety risks when individuals are forced to navigate in or near vehicle travel lanes.

This project affirms the principle that ADA compliance is only the minimum standard for accessibility. CILNWF believes true access and inclusion require intentionally going beyond compliance to create environments that are fully usable, safe, and welcoming for all people. By improving the continuity and usability of the shared use path, this project advances independence and safety for individuals with mobility, vision, and other disabilities, while also supporting parents with strollers, older adults, and visitors carrying beach equipment. Designing for full inclusion strengthens communities and ensures public spaces work for everyone.

The Center for Independent Living of Northwest Florida supports Escambia County's TA application and respectfully encourages favorable consideration of this project, which will expand equitable access to one of the region's most important public recreational assets.

Sincerely,

Carolyn Grawi, MSW, LCSW, LMSW, ACSW, ADAC
Executive Director

21 S. Tarragona St, Suite 101, Pensacola, FL 32502
850-595-5566 phone ~ 850-595-5560 fax ~ 850-208-3106 video relay
Website: www.cilnwf.org Email: info@cilnwf.org

Jan. 22, 2026

Florida–Alabama Transportation Planning Organization
4081 E Olive Rd, Suite A
Pensacola, Florida 32514

To Whom It May Concern:

On behalf of DeLuna Point HOA, I am writing to express strong support for Escambia County's Transportation Alternatives (TA) application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project along CR-399 (Via de Luna Drive and Fort Pickens Road).

Our HOA represents 44 home owners on Pensacola Beach and we try to educate and inform our leaseholders on issues affecting the safety, livability, and long-term stewardship of Pensacola Beach. Our board and members engage, as needed, with the Santa Rosa Island Authority and Escambia County on matters such as safety, hurricane evacuation and re-entry, responsible development, and protection of the barrier-island environment.

The shared use path is a critical piece of Pensacola Beach's transportation network. In a constrained, high-activity corridor with heavy seasonal traffic, it provides a safer and more predictable option for residents, workers, and visitors traveling on foot or by bicycle. However, where curb ramps, crossings, and other interfaces are not consistently accessible or up to current standards, the result is increased conflict at key points of interaction and reduced independence for people with disabilities and mobility limitations.

This project's focus on targeted safety upgrades and ADA compliance will improve the continuity and usability of the corridor for all users, including older adults, people with disabilities, and families with strollers. These improvements also support broader community goals by reducing unnecessary exposure to vehicular conflicts and helping ensure that Pensacola Beach remains a safe, inclusive, and welcoming destination.

For these reasons, DeLuna Point HOA supports Escambia County's TA application and respectfully encourages favorable consideration of this project.

Sincerely,

Neil Dorfman
President
DeLuna Point HOA

BoldSign Document ID: fc0a5f6f-b682-4bd8-86f3-e6c22970058e

Jan. 27, 2026

Florida–Alabama Transportation Planning Organization
4081 E Olive Rd, Suite A
Pensacola, Florida 32514

To Whom It May Concern:

As Chair of the Escambia County Board of County Commissioners, I am writing to express my strong support for Escambia County's Transportation Alternatives application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project.

The Pensacola Beach shared-use path is a critical component of the island's transportation network, serving residents, workers, and visitors in a highly constrained corridor with heavy seasonal traffic. Improving safety and accessibility along this corridor is essential to ensuring that people of all ages and abilities can move safely and predictably without reliance on short vehicular trips.

This project focuses on targeted upgrades at existing access points along the corridor, including improvements to curb ramps, crossings, and landings that currently present barriers to safe and ADA-compliant travel. These improvements will strengthen continuity along the shared-use path, enhance connections to existing public parking and beach access areas, and reduce conflicts between pedestrians, bicyclists, and vehicles.

Investments in active transportation infrastructure on Pensacola Beach support broader County goals related to public safety, accessibility, and responsible management of a unique coastal environment. The proposed improvements represent a practical and cost-effective way to improve mobility while preserving the character and function of the island.

For these reasons, I strongly support Escambia County's application and respectfully encourage favorable consideration of the Pensacola Beach Shared Use Path Safety and ADA Improvements project.

Sincerely,

Ashlee Hofberger
Commissioner, District 4
Escambia County Board of County Commissioners

Florida–Alabama Transportation Planning Organization
4081 E Olive Rd.
Suite A
Pensacola, Florida 32514

To Whom It May Concern:

On behalf of Innisfree Hotels, I am writing to support Escambia County's Transportation Alternatives (TA) application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project.

Many visitors to Pensacola Beach choose to walk or bicycle between lodging, dining, and beach access points. When shared use paths lack consistent safety features or ADA-compliant elements, it creates unnecessary risk and limits accessibility for guests with disabilities, older adults, and families with children.

The proposed improvements will enhance safety and provide a more accessible and predictable route for nonmotorized travel along this high-activity corridor. From a hospitality perspective, these investments support a higher-quality visitor experience and contribute to Pensacola Beach's reputation as a safe, welcoming, and inclusive destination.

For these reasons, Innisfree Hotels supports Escambia County's TA application and encourages favorable consideration of this project.

Sincerely,



Ted Ent
CEO & President
Innisfree Hotels

ISLAND TIMES

Shelley W. Johnson

January 26, 2026

Florida–Alabama Transportation Planning Organization
4081 E Olive Rd, Suite A
Pensacola, Florida 32514

To Whom It May Concern:

My name is Shelley Johnson and I am the publisher of Island Times, Pensacola Beach's community newspaper. I am writing to express support for Escambia County's Transportation Alternatives (TA) application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project along CR-399 (Via de Luna and Fort Pickens Road).

The Shared Use Path is a vital asset for our beach community, serving residents, locals, and visitors alike. In a corridor known for its vibrant activity and seasonal traffic, the path offers a safe, scenic, and accessible route for pedestrians and cyclists. It not only enhances safety by reducing conflicts between vehicles and non-motorized travelers, but also contributes to the overall aesthetics and charm of Pensacola Beach, making it a more inviting destination for everyone.

Improvements focused on safety and ADA compliance will ensure that the path is welcoming and usable for people of all ages and abilities—including older adults, families with children, and individuals with disabilities. These upgrades will promote health and well-being by encouraging active transportation, reducing unnecessary exposure to traffic, and supporting a lifestyle that values outdoor activity and community connection.

Additionally, by providing a reliable alternative to car travel, the Shared Use Path helps alleviate congestion and minimize the environmental impact of traffic on our barrier island. I use the path almost daily during the temperate days to commute from Gulf Breeze to a variety of locations on Pensacola Beach. This project aligns with the County's broader goals of fostering a safe, inclusive, and beautiful Pensacola Beach for generations to come.

For these reasons, Island Times strongly supports Escambia County's TA application and respectfully urges favorable consideration of this important project.

Sincerely,



Shelley Johnson
Publisher, Island Times

SANTA ROSA
ISLAND AUTHORITY

January 26, 2026

Florida–Alabama Transportation Planning Organization
PO Box 41399
Pensacola, FL 32524

Dear Steven:

I am writing to express the Santa Rosa Island Authority's support for Escambia County's Transportation Alternatives (TA) application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project.

As you know, Pensacola Beach is a constrained barrier-island environment with high seasonal traffic volumes and significant pedestrian and bicycle activity. The shared use path is a core safety facility in this setting, providing a predictable and protected route for residents, workers, and visitors moving along the island corridor.

Targeted safety and ADA upgrades—particularly at crossings, curb ramps, and other points of interaction—will reduce conflict between vehicles and nonmotorized users and improve accessibility for people of all ages and abilities. These improvements are consistent with the Santa Rosa Island Authority's responsibility to help ensure that Pensacola Beach functions safely and efficiently during both peak visitation periods and day-to-day operations.

Santa Rosa Island Authority supports Escambia County's TA application and respectfully encourages favorable consideration of this project, which will improve safety, accessibility, and overall mobility on Pensacola Beach.

Sincerely,

Mike Burns
Executive Director
Santa Rosa Island Authority

Pensacola
FLORIDA
THE WAY TO BEACH™

January 22, 2026

Florida–Alabama Transportation Planning Organization
4081 E Olive Road, Suite A
Pensacola, FL 32514

To Whom It May Concern,

On behalf of Visit Pensacola, the official destination marketing organization for Escambia County, I am pleased to express our strong support for Escambia County's Transportation Alternatives (TA) grant application for the **Pensacola Beach Shared Use Path Safety and ADA Improvements project** along Via de Luna Drive and Fort Pickens Road (CR-399).

Pensacola Beach is a major visitor destination in Northwest Florida, attracting millions of visitors each year. The quality, safety, and accessibility of the public space are key to the visitor experience and the destination's long-term competitiveness. For many visitors, especially families, seniors, and those traveling without a car, the shared-use path is a primary transportation route, linking lodging, dining, public beaches, and recreation areas.

The proposed project's focus on targeted safety upgrades and ADA compliance improvements is especially vital in this busy coastal corridor. These enhancements will help create a safer, more predictable environment for users of all ages and abilities, including residents, workers, and visitors.

This project will create a better visitor experience and support the long-term economic health of Pensacola Beach and Escambia County while strengthening the area's reputation as a welcoming and inclusive destination.

For the above reasons, Visit Pensacola fully supports Escambia County's Transportation Alternatives application for the Pensacola Beach Shared Use Path Safety and ADA Improvements project.

Sincerely,

Darlen Schaefer
President & CEO, Visit Pensacola

Jurisdiction: Escambia County
Project Title: Pensacola Beach Shared Use Path Safety & ADA Improvements
Project Limits: from Warrinton Bank to the Pensacola Beach Toll Booth
Requested Phases and Costs: PE, CST, & CEI $408,357
Contact Person: Donald Christian III

ECRC Evaluation and Cross-Check (FL-AL TPO)					
#	*Category*	*Max Possible Score*	*Applicant Initial Score*	*ECRC Revised Score*	*Notes*
1	**Safety**	**25**	**18**	**18**	
	Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists **(select one)**				
	Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	**1**	-		
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	**2**	-		
	High crash corridor = > 10 pedestrian /cyclist incidents from the past 5 years	**3**	3	3	
	Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. **(select one)**				
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	**2**	-		
	High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	**3**	3	3	
	Safety Issue - ***Provide brief descriptions for each claimed criterion***				
	Posted speed limit over 30 mph in project area	**1**	0	0	
	Improves mobility for disabled, elderly or youth populations - *(Please provide an address and note location on map for the affected facility)*	**1**	1	1	
	Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as I Identified by the Census	**1**	0	0	
	Project design encourages traffic calming or vehicle lane narrowing (road diet)	**1**	1	0	
	Reduces traffic volume in tourist / commercial areas	**1**	1	1	
	Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design.				
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	**1**	1	1	
	A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	**1**	1	1	
	Vehicle Traffic (select one)				
	40,001+	**12**			
	35,001-40,000	**11**			
	30,001 to 35,000	**10**			
	25,001-30,000	**9**			
	20,001-25,000	**8**		8	Pensacola Beach Blvd: 23,500 AADT in 2024
	15,001-20,000	**7**	7		

	10,001-15,000	**6**			
	5,001-10,000	**5**			
	4,001-5,000	**4**			
	3,001-4,000	**3**			
	2,001 – 3,000	**2**			
	Less than 2,000	**1**			
2	**Connectivity**	**15**	**13**	**13**	
	General Connectivity				
	Improves access to commercial areas	**2**	2	2	
	Improves access to parks and recreational areas	**2**	2	2	
	Provides pedestrian/bicycle facilities where none exist	**2**	0	0	
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	**2**	2	2	
	Fills a documented gap in an existing transportation network	**3**	3	3	
	Transit Connectivity (select one)				
	Connects to existing bike/ped facility & does not connect to a transit stop	**2**	-	-	
	Connects to existing bike/ped facility & <1/2 mile from transit stop	**3**	-	-	
	Connects to existing bike/ped facility & <1/4 mile from transit stop	**4**	4	4	Multiple bus stops on corridor
3	**Location Efficiency**	**15**	**15**	**15**	
	High Interest	**7**	7	7	
	Moderate Interest	**5**	5	5	
	Low Interest	**3**	3	3	
4	**Proximity to School**	**15**	**5**	**5**	
	Project > 2 Mile from a school	**0**	-	-	
	Project within 1-2 mile of a school	**5**	5	5	Pensacola Beach Elementary
	Project within 1 mile of a school	**15**	-	-	
5	**Design Quality**	**15**	**12**	**12**	
	Addresses both walking and biking	**1**	1	1	
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	**3**	3	3	

	Provides bike parking or seating for pedestrians	**2**	2	2	
	Provides trailheads, staging areas and parking	**1**	1	1	
	Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	**3**	0	0	
	Prior Phases of this project are under construction or have been completed.	**4**	4	4	
	All Right of Way has been secured or none is needed	**1**	1	1	
6	**Env / Archy / Historic**	**15**	**2**	**2**	
	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	**1**	0	0	
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	**2**	0	0	
	Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to **avoid, minimize or mitigate impacts**	**2**	0	0	
	Includes community partnership between governmental and non-governmental organizations	**1**	0	0	
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic 1transportation facilities	**1**	0	0	
	Construction of turnouts, overlooks, and viewing areas	**1**	0	0	
	Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital improvement Plan or similar document that shows construction beginning in 5 years.)	**1**	0	0	
	Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	**2**	0	0	
	Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	**2**	0	0	
	Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)	**2**	2	2	
	Bonus	***5***	**5**	**5**	
	Local Contribution: monetary and non-monetary, to include drainage, right-of-way, and professional services.	**3**	3	3	
	Public Support: submit 4 or more letters of support. This must include 2 letters from a private source and 2 from a public source **w/in past 3 years.**	**2**	2	2	Escambia County Commissioner, SRIA, Innisfree, HOA, Pensacola Beach Advocates, Center for Independent Living, Island Times, Visit Pensacola
	Total Points	***105***	***70***	***70***	