

# US 90 Corridor Management Plan Update

*From the Escambia River Bridge to SR 87 South*



ATKINS

Adopted June 2011

The report was financed in part by the U.S. Department of Transportation,  
Federal Highway Administration and the Florida Department of Transportation.



# US 90

## CORRIDOR MANAGEMENT PLAN UPDATE

ADOPTED: JUNE 2011

PREPARED FOR:



PREPARED BY:

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**RESOLUTION FL-AL 11-11**

**A RESOLUTION OF THE FLORIDA-  
ALABAMA TRANSPORTATION PLANNING  
ORGANIZATION ADOPTING THE US 90  
CORRIDOR MANAGEMENT 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 Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act, A Legacy for Users (SAFETEA-LU) planning factors include emphasis on preservation of the existing transportation system; efficient system management and operation; and increased safety for motorized and non-motorized users; and

**WHEREAS**, the TPO Long Range Transportation Plan includes \$1,500,000 per year for implementation of projects identified in Corridor Management Plans (CMPs), which are plans for low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor; and

**WHEREAS**, the TPO FY2011-FY2012 Unified Planning Work Program (UPWP) includes a task for development of a CMP for US 90, from the Eastern End of the Escambia River Bridge to SR 87 South; and

**WHEREAS**, the US 90 CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel along the corridor, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

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

The TPO adopts the US 90 CMP and endorses implementation of transportation strategies and projects identified in the plan.

Duly passed and adopted by the Florida – Alabama Transportation Planning Organization on this 8<sup>th</sup> day of June 2011.

**FLORIDA-ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

BY:   
Don Salter, Chairman

ATTEST: 



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**EXECUTIVE SUMMARY**

The Florida-Alabama TPO tasked Atkins with completing a Corridor Management Plan (CMP) for US 90 from the eastern end of the Escambia River Bridge to SR 87 south, a 16.4 mile long segment. In 2001, the Florida-Alabama TPO studied the US 90 Corridor, and a number of changes have been made as a result of that CMP. This study analyzes what remains to be done along the US 90 Corridor and includes new issues that have arisen since the 2001 CMP.

To complete this objective, relevant data was collected for the Corridor, including: traffic counts, turning movement counts, speed limits, lane widths, intersection geometries, bicycle and pedestrian facilities, median and turn lane data, signal timings, parcel data, right-of-way, utility easements, and aerial photography.

The current existing conditions of the corridor were analyzed, including a roadway and intersection current capacity analysis. This capacity analysis revealed several roadway segments along the Corridor with a failing level of service, as well as multiple intersections where the LOS failed at either the AM, midday, or PM peak. Future conditions were forecasted based on the projection of growth rates from the Northwest Florida Regional Planning Model (NWFRPM), and these conditions were examined to evaluate the location of future deficiencies.

A crash data analysis was completed for the Corridor to study crash patterns along the Corridor. Crash data obtained from FDOT for 2007 & 2008 was used, and high crash intersections and mid-block locations were examined more in-depth to determine how the crash patterns shown were being affected by roadway or intersection geometry.

Furthermore, access along the Corridor was evaluated and several prevalent issues were found along US 90, including: large driveway widths, median issues, and lack of shared access. This section defines access management, shows examples of where these issues are present along the Corridor, and provides recommended solutions for the access problems. Additionally, a median modification table was created to compare the 2001 CMP issues and recommendations with current conditions, and to suggest further modifications to be made.

Public involvement was an important piece of this US 90 CMP. Two public workshops were held, one on January 20, 2011 and the other on March 22, 2011, to provide information about the CMP and gain feedback from the public. Both workshops were held from 5:30 to 7 p.m. at the Santa Rosa County Auditorium. These meetings were advertised in the Pensacola News Journal and fliers were hand- distributed to businesses and residents adjacent to US 90 for the January workshop. For the March 22 workshop, fliers were mailed to all businesses and residences within three hundred feet of US 90. Fact sheets and comment sheets were distributed at these workshops, and comments were encouraged either at the workshop or to be mailed in at a later time.

Recommended Corridor Improvements

The following are recommendations for improving the US 90 Corridor that stem from the data and analysis of this CMP. Some of these proposed improvements, such as the driveway and access modifications, median modifications and addition of turn lanes are proposed frequently throughout the corridor. The plan sheets should be consulted to view these improvements in greater detail.

It should be noted that all the recommended improvements contained in this plan are conceptual. Before any projects go to construction, a detailed design plan should be completed.

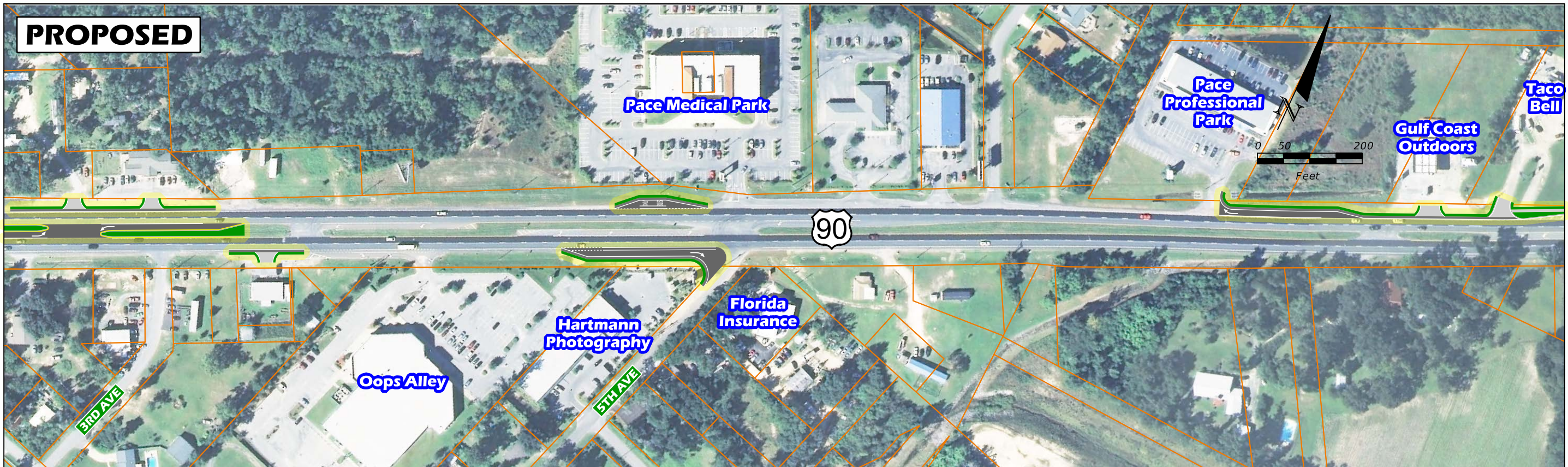
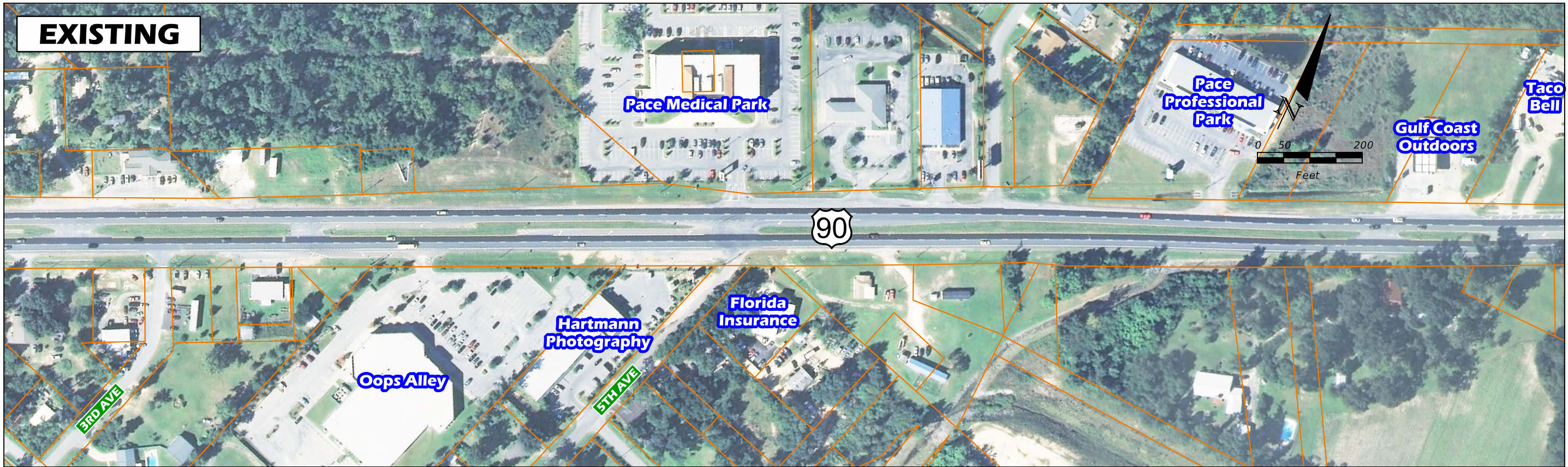
| Proposed Improvement   | Plan Sheet Location   |
|--|---|
| Driveway and Access Modifications  | Sheets 1, 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15-1, 15-2, 16, 17, 18, 22, 23 |
| Median Modifications   | Sheets 1, 4, 5, 6, 8, 12, 13, 14, 15-1, 15-2, 16,                           |
| Addition of Turn Lanes   | Sheets 1, 2, 5, 10, 12, 15-2, 16, 17  |
| Signalization of Santa Villa Drive and US 90   | Sheet 9   |
| Emergency Signal at Struth Lane and US 90  | Sheet 10  |
| Speed limit reduction study from 45 MPH to 35 MPH on US 90 from Chumuckla Highway to Bell Lane             | Sheets 3-8  |
| Speed limit reduction study from 45 MPH to 35 MPH on US 90 from Chantilly Way to west of Avalon Boulevard  | Sheets 11-12  |
| Enhanced Bicycle and Pedestrian Facilities (multi-use path)  | Sheets 20-25  |
| Separate pedestrian facilities over Pond Creek   | Sheet 14  |
| Intersection Realignment at Glover Lane and US 90  | Sheets 15-1, 15-2, 15-3   |
| Intersection Realignment at Bell Lane and US 90  | Sheet 8   |
| Construction of 10 bus pullouts  | Sheets 2, 3, 4, 9, 11, 21, 22, 24   |
| Addition of bicycle and pedestrian facilities on US 90 between the Blackwater River and the Macavis Bridge | Sheets 18-19  |
| Extension of “Right Turn Only” pavement markings west of the US 90 Ward Basin Road intersection            | Sheets 19-20  |





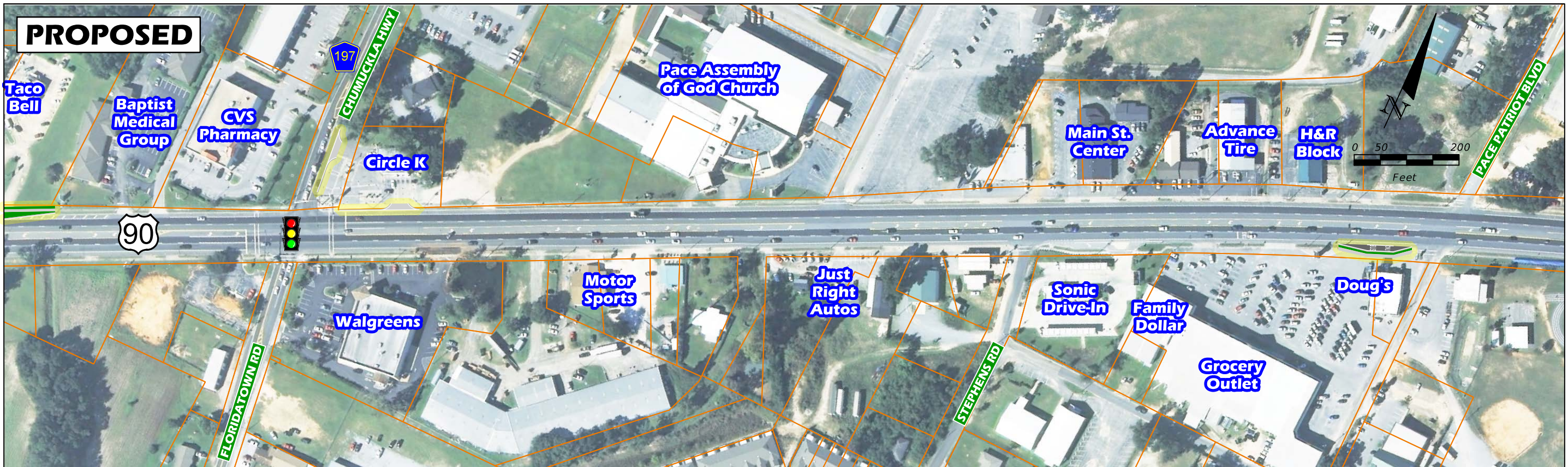
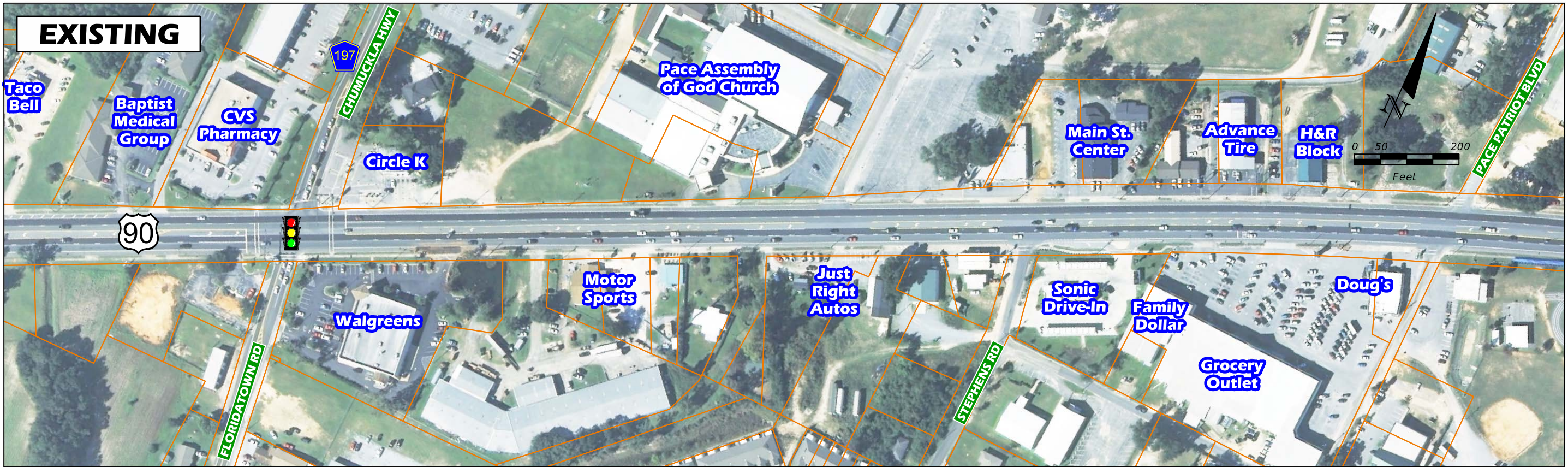
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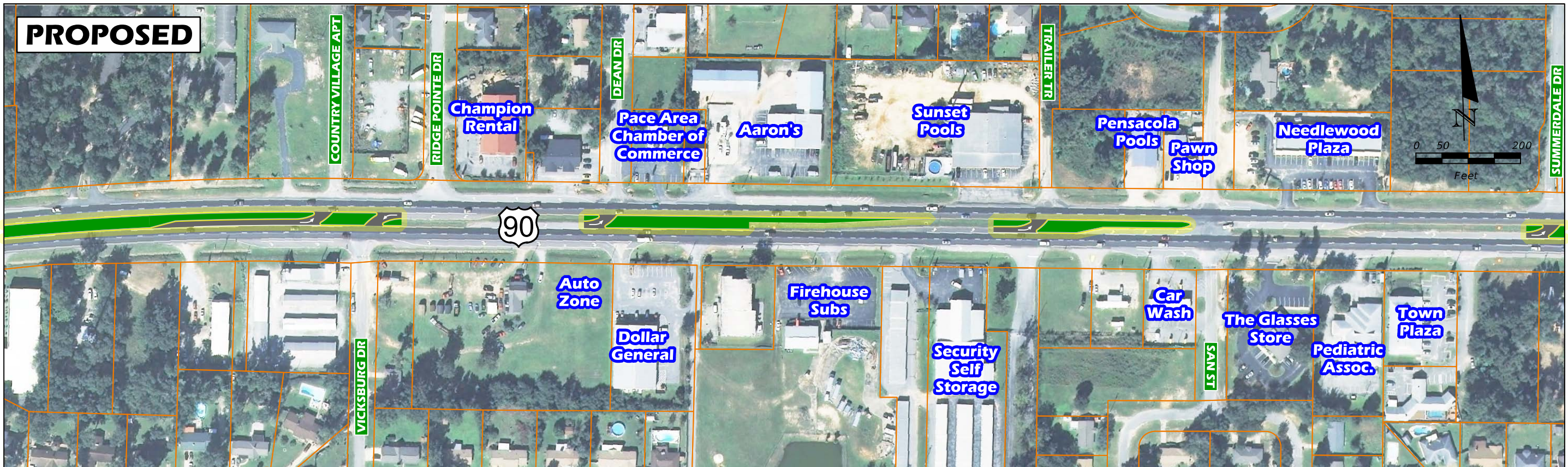
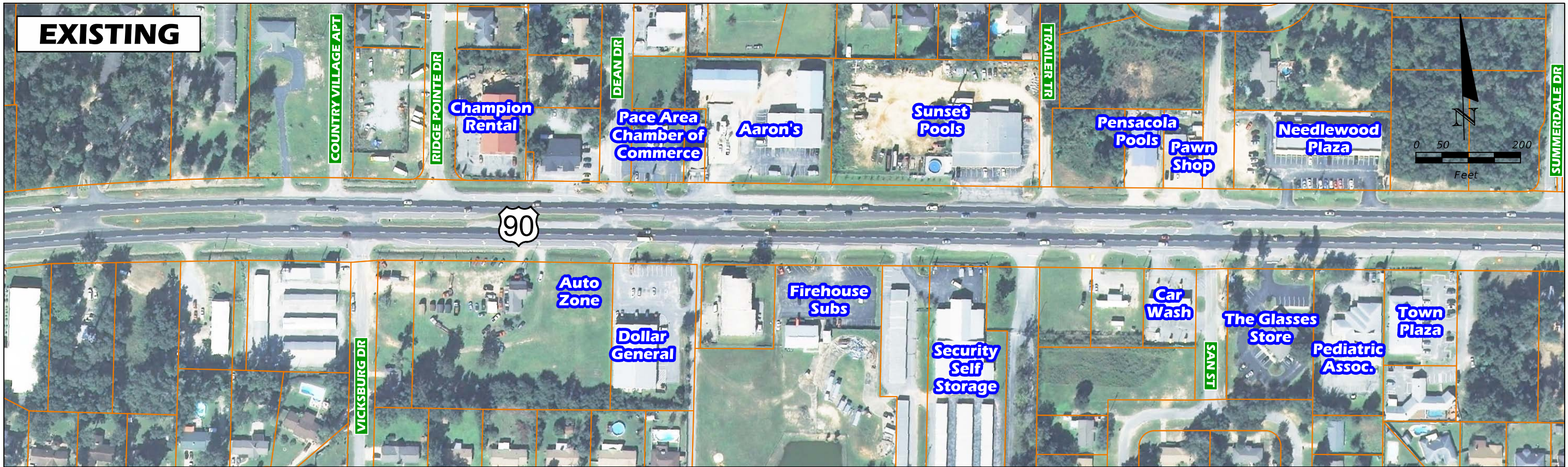


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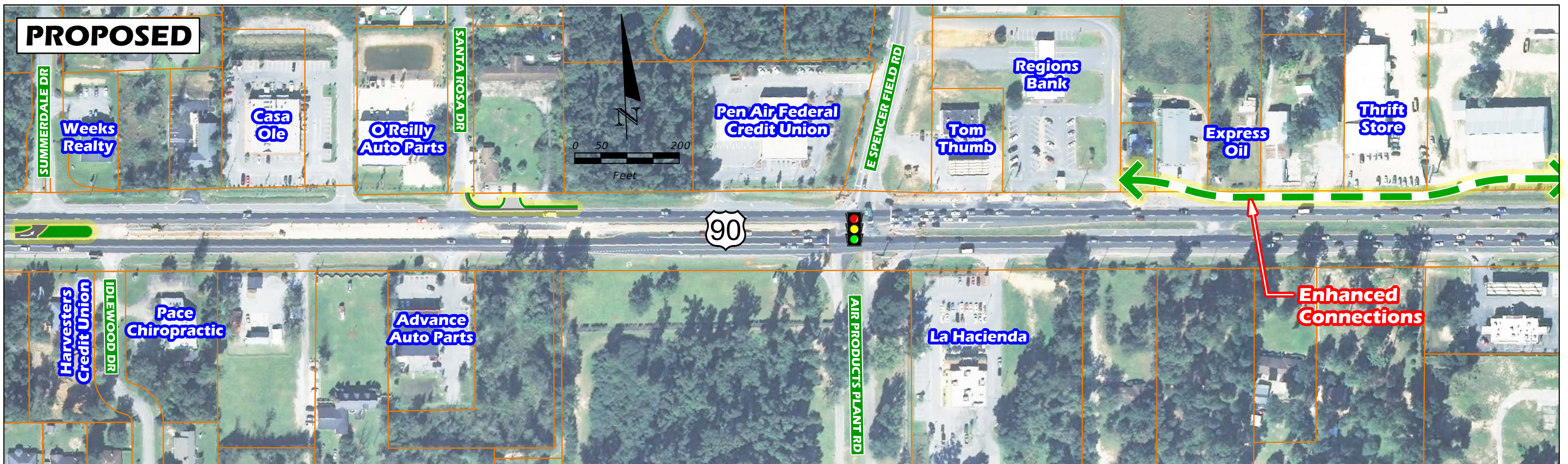
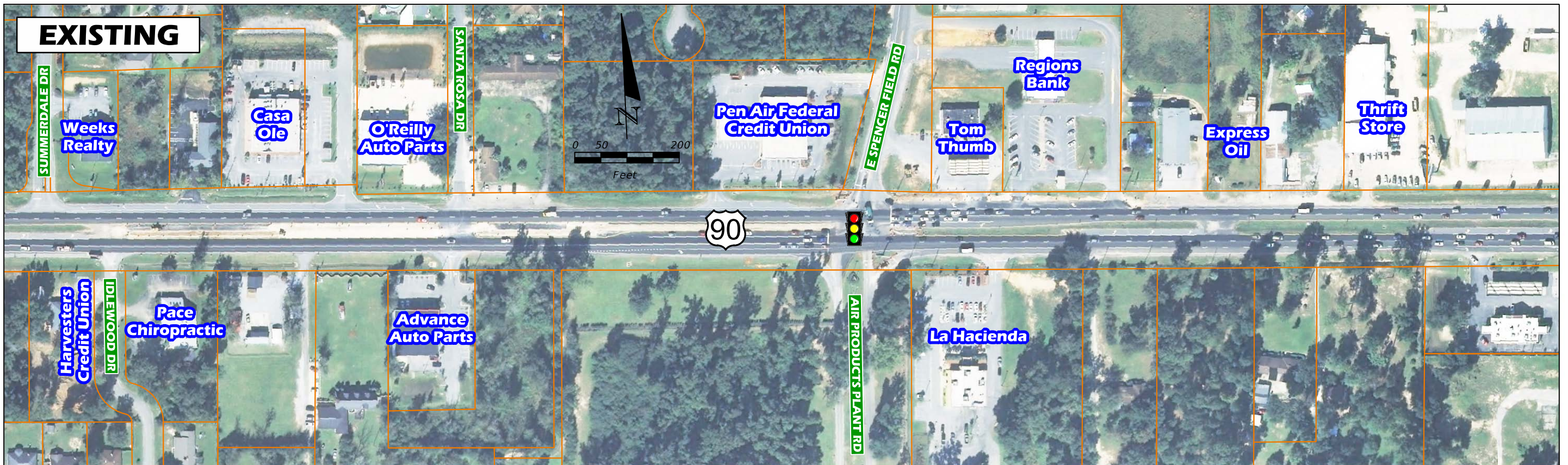
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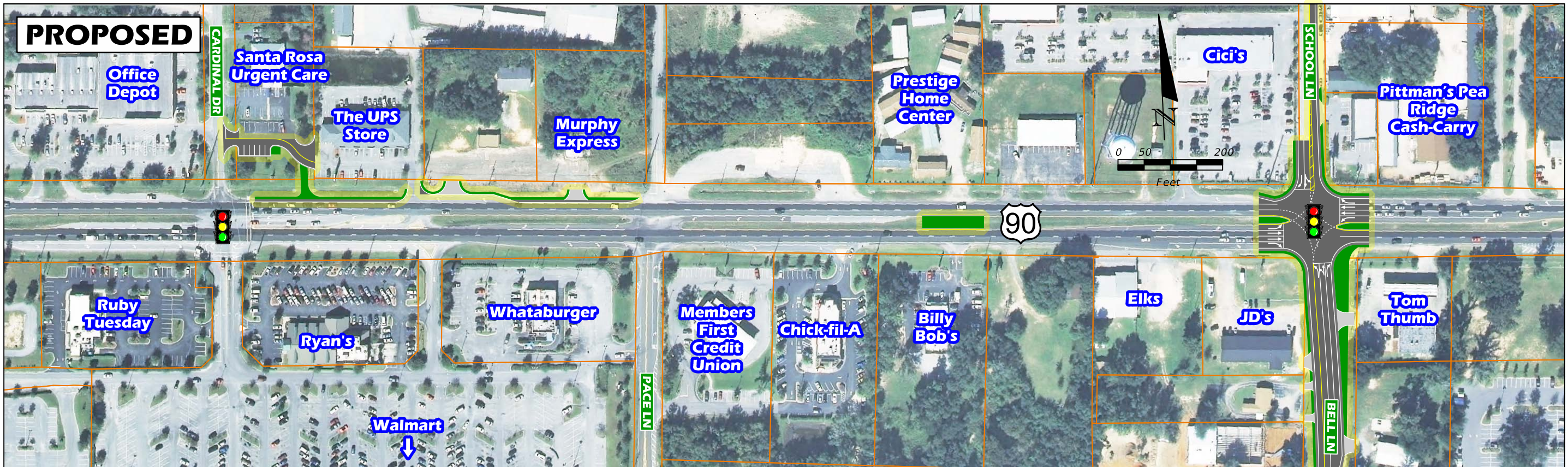
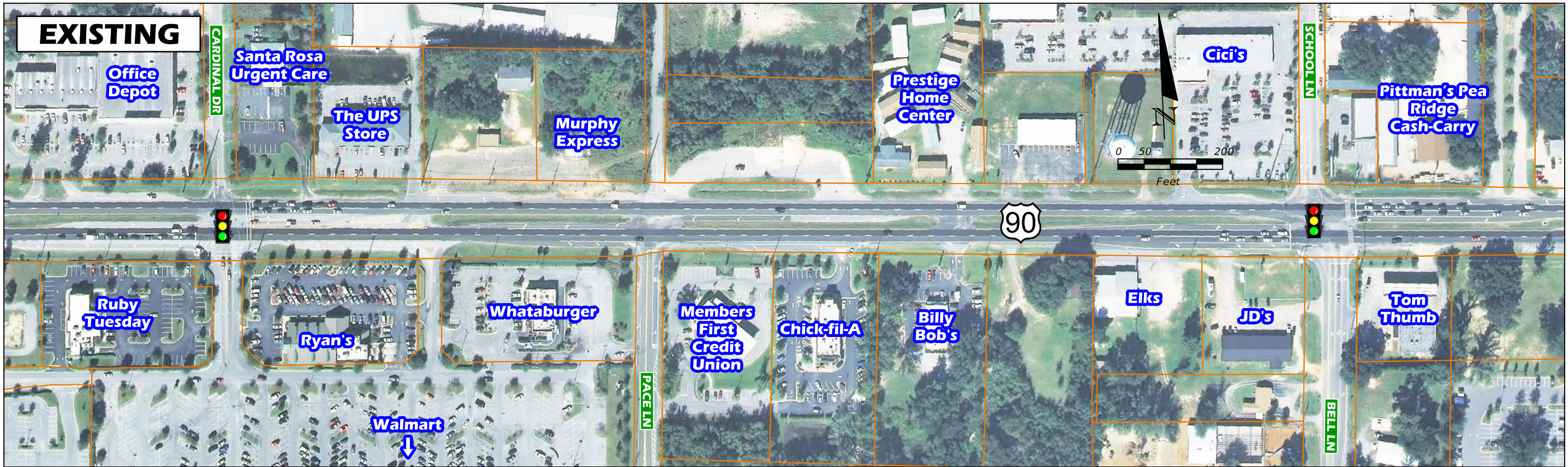
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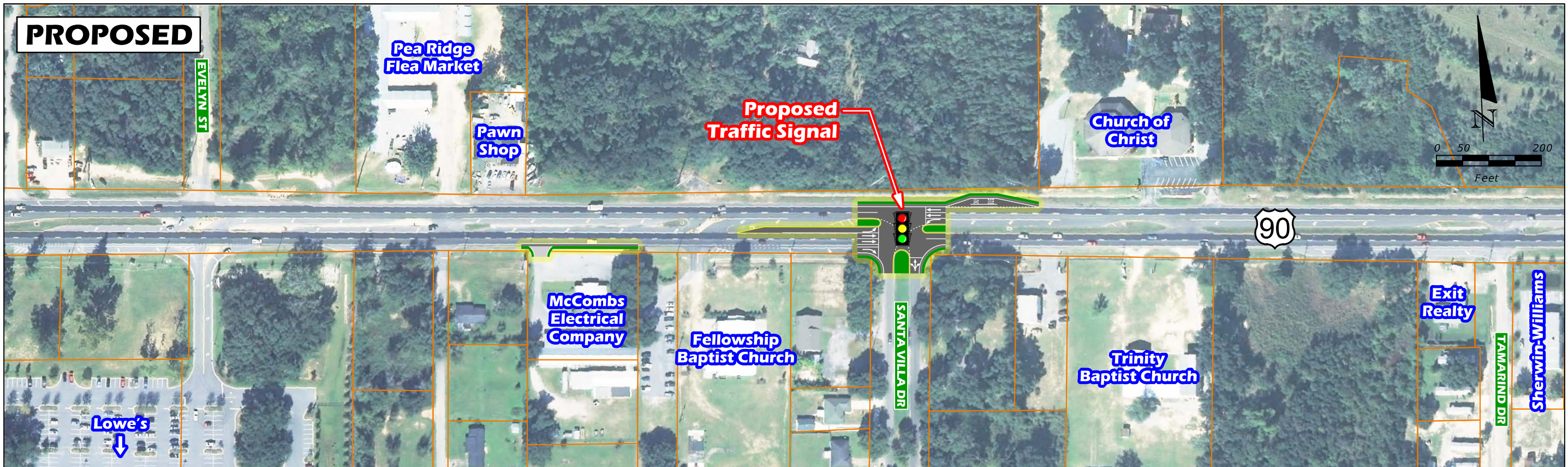
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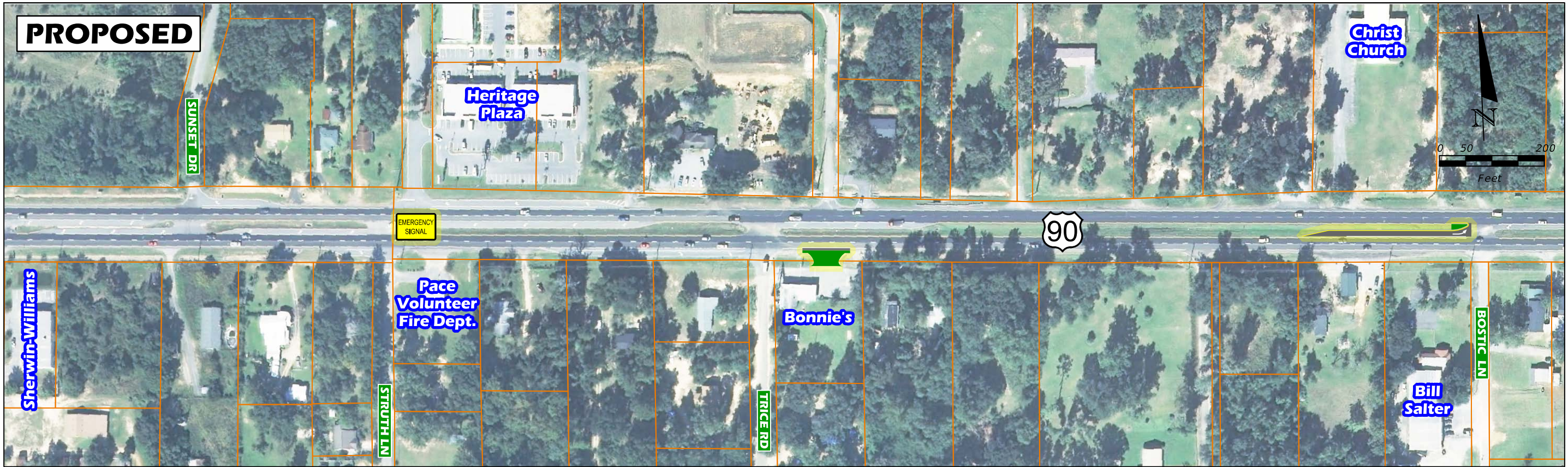
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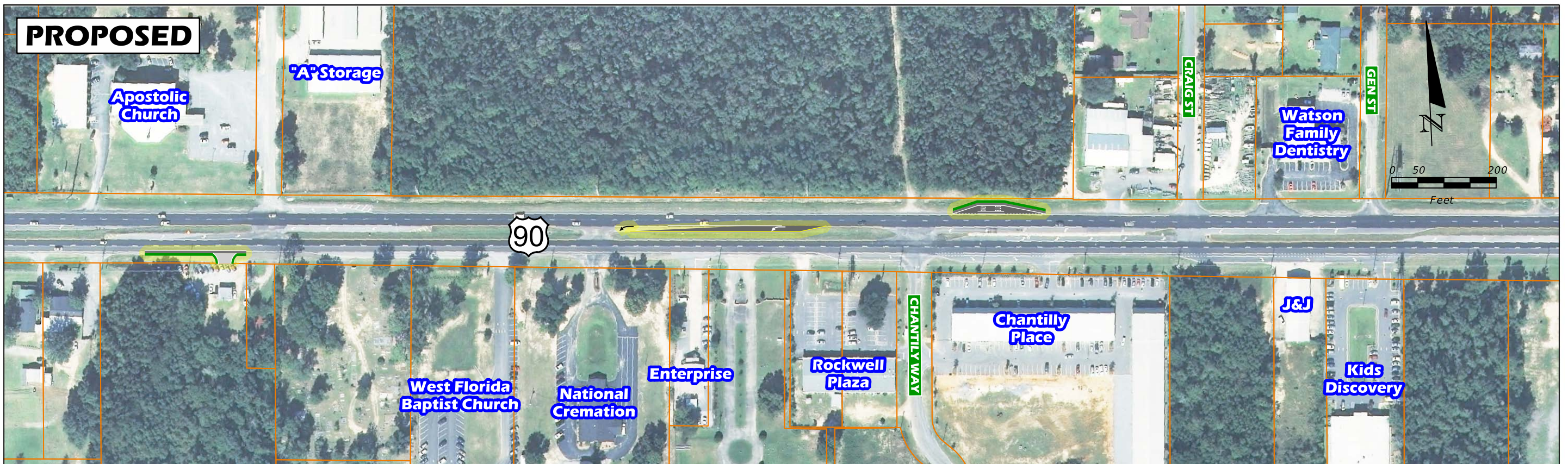
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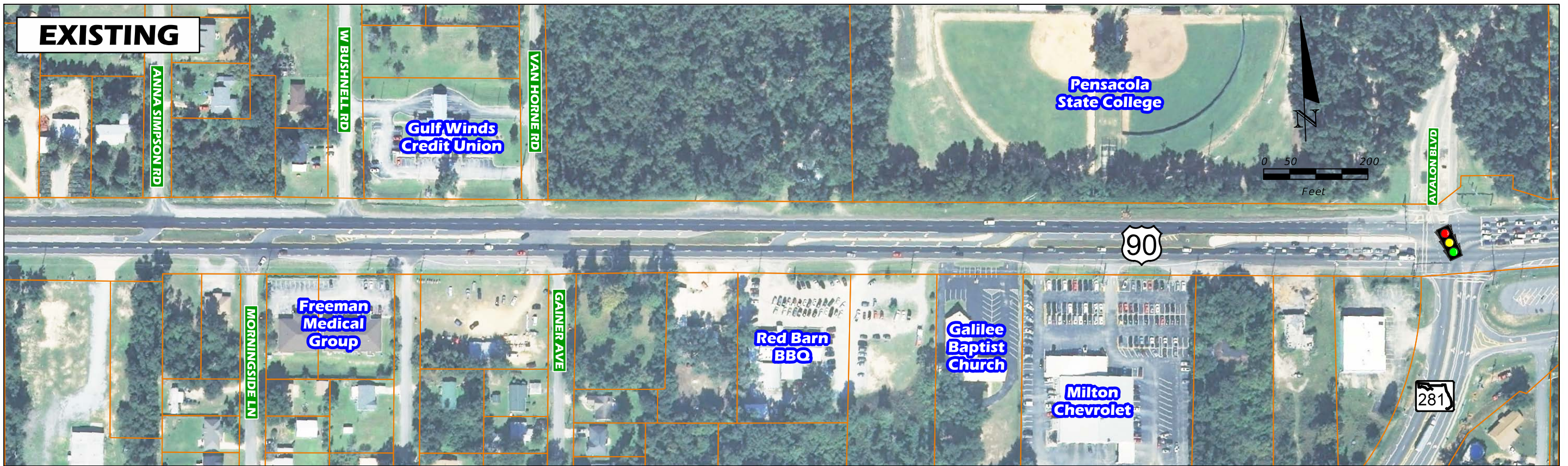


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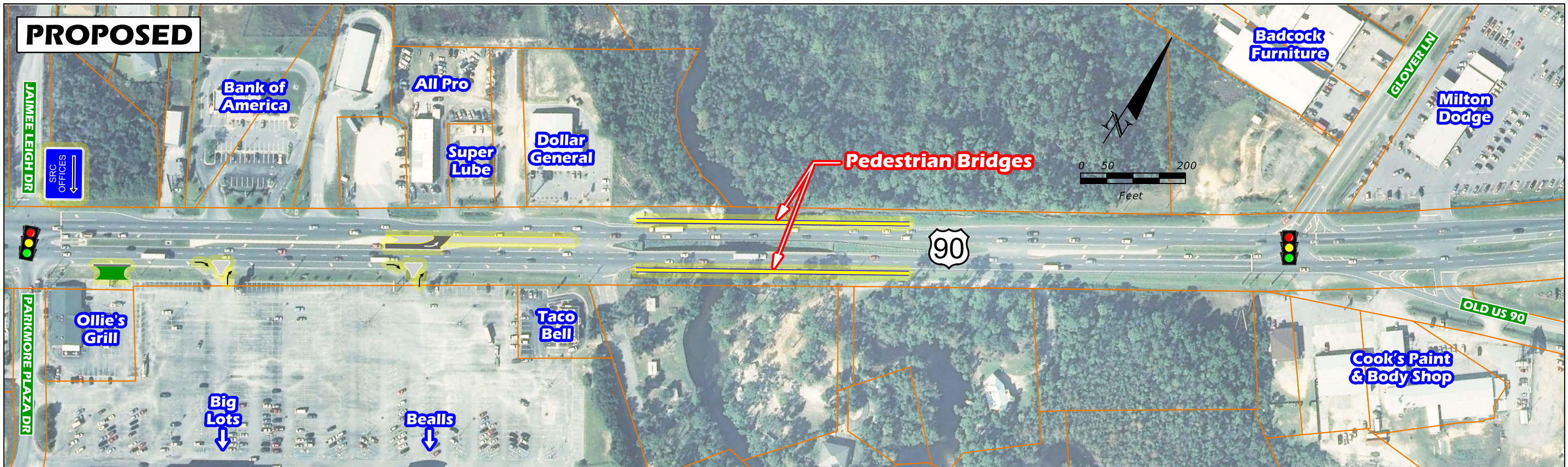
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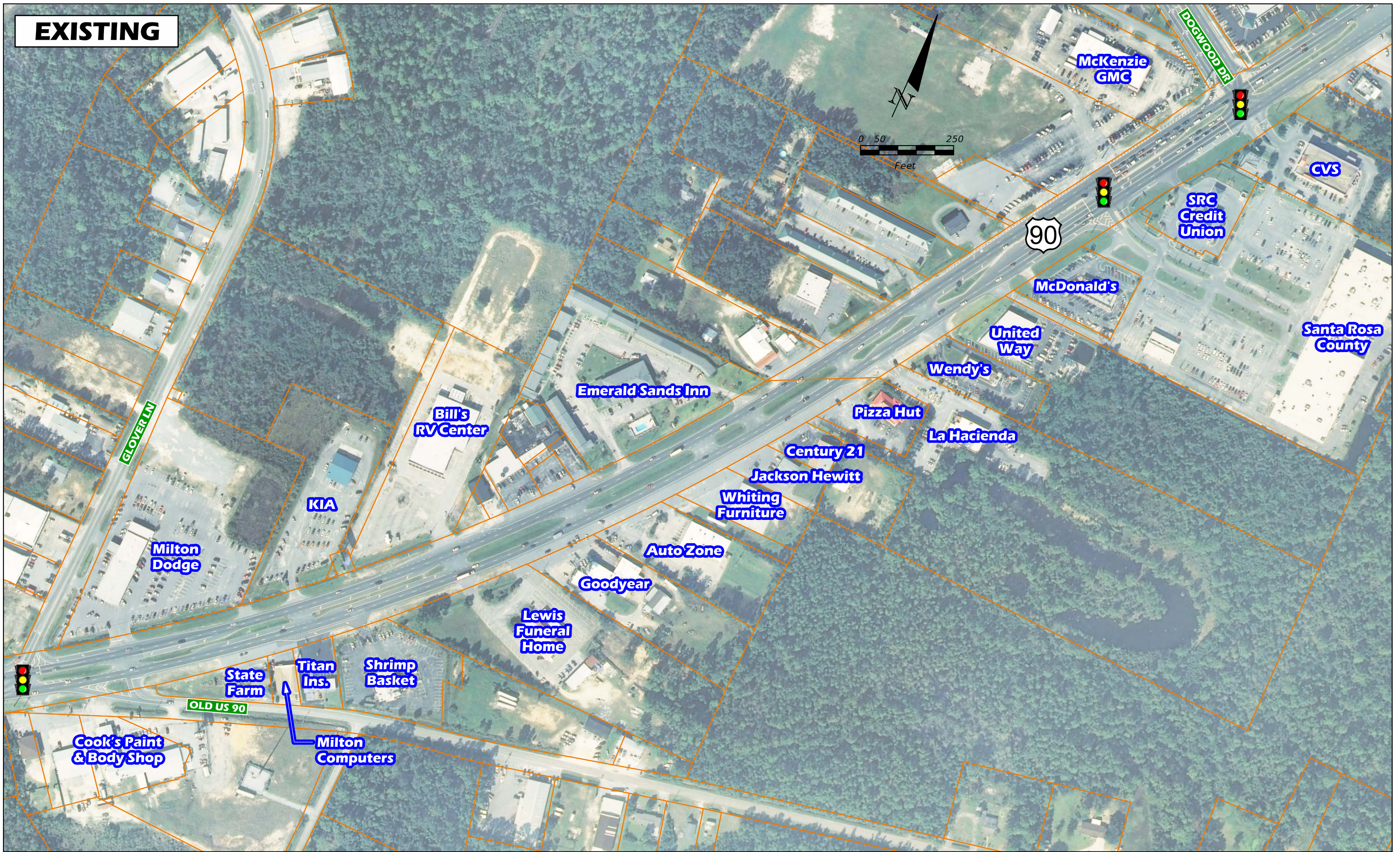
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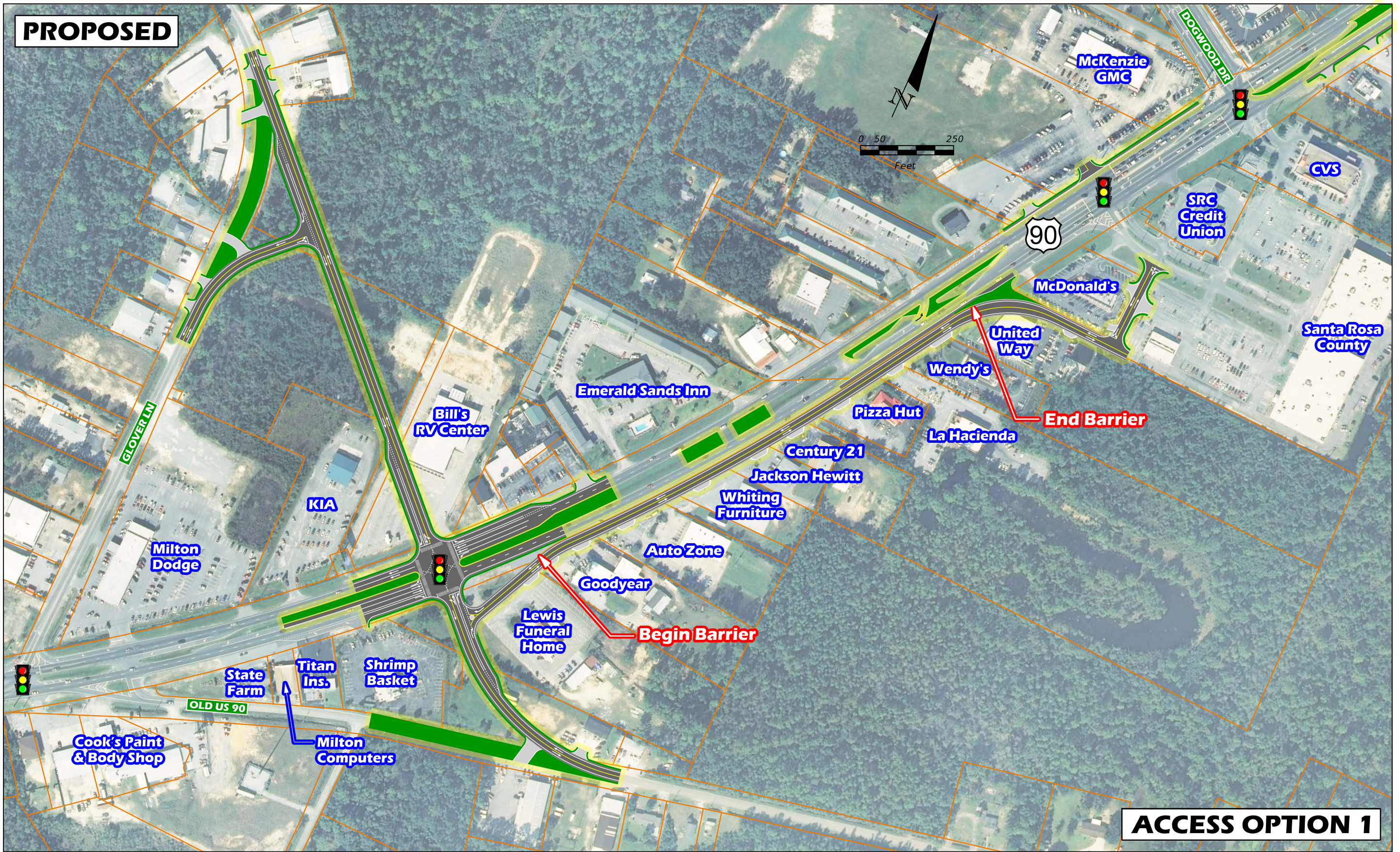


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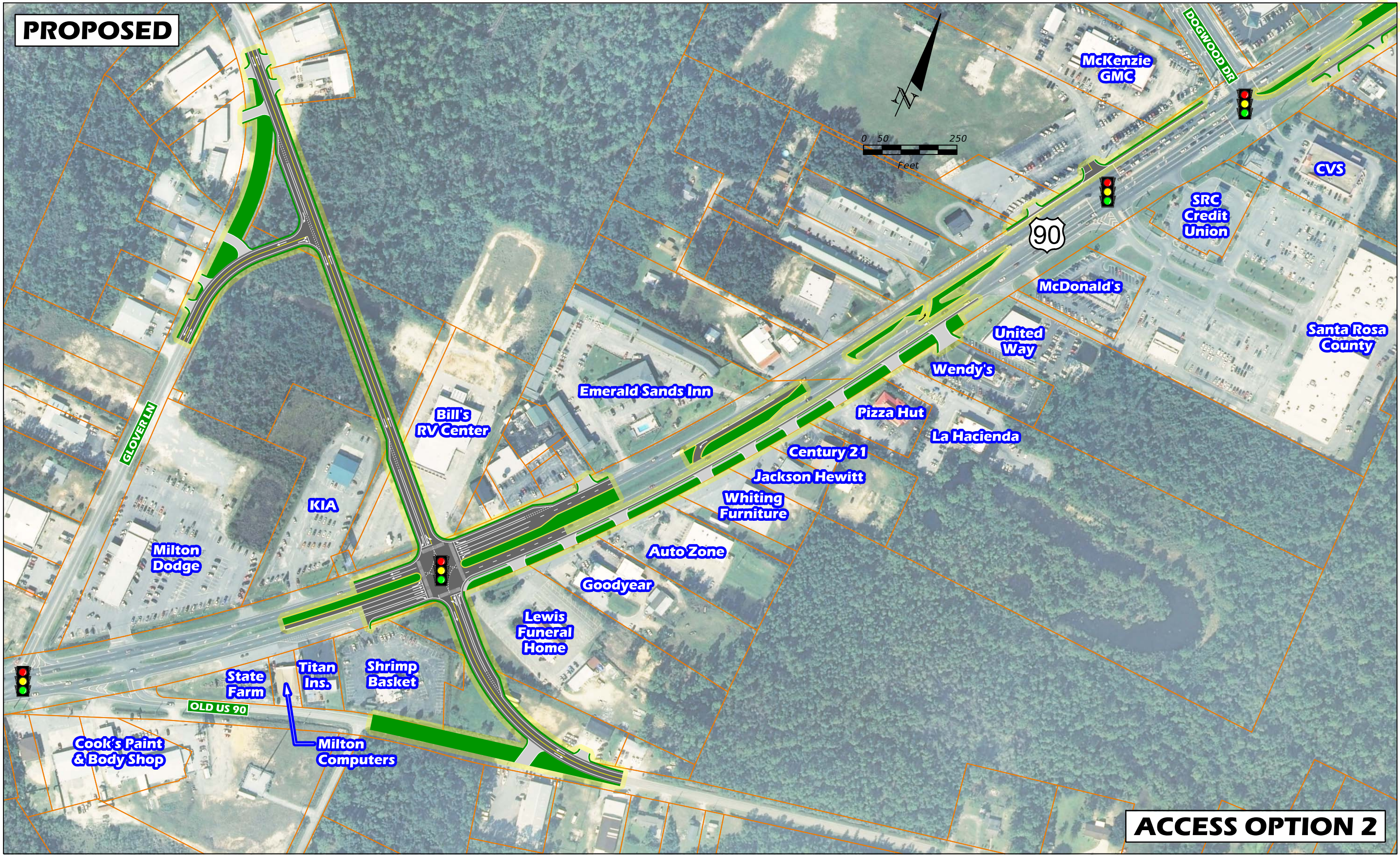
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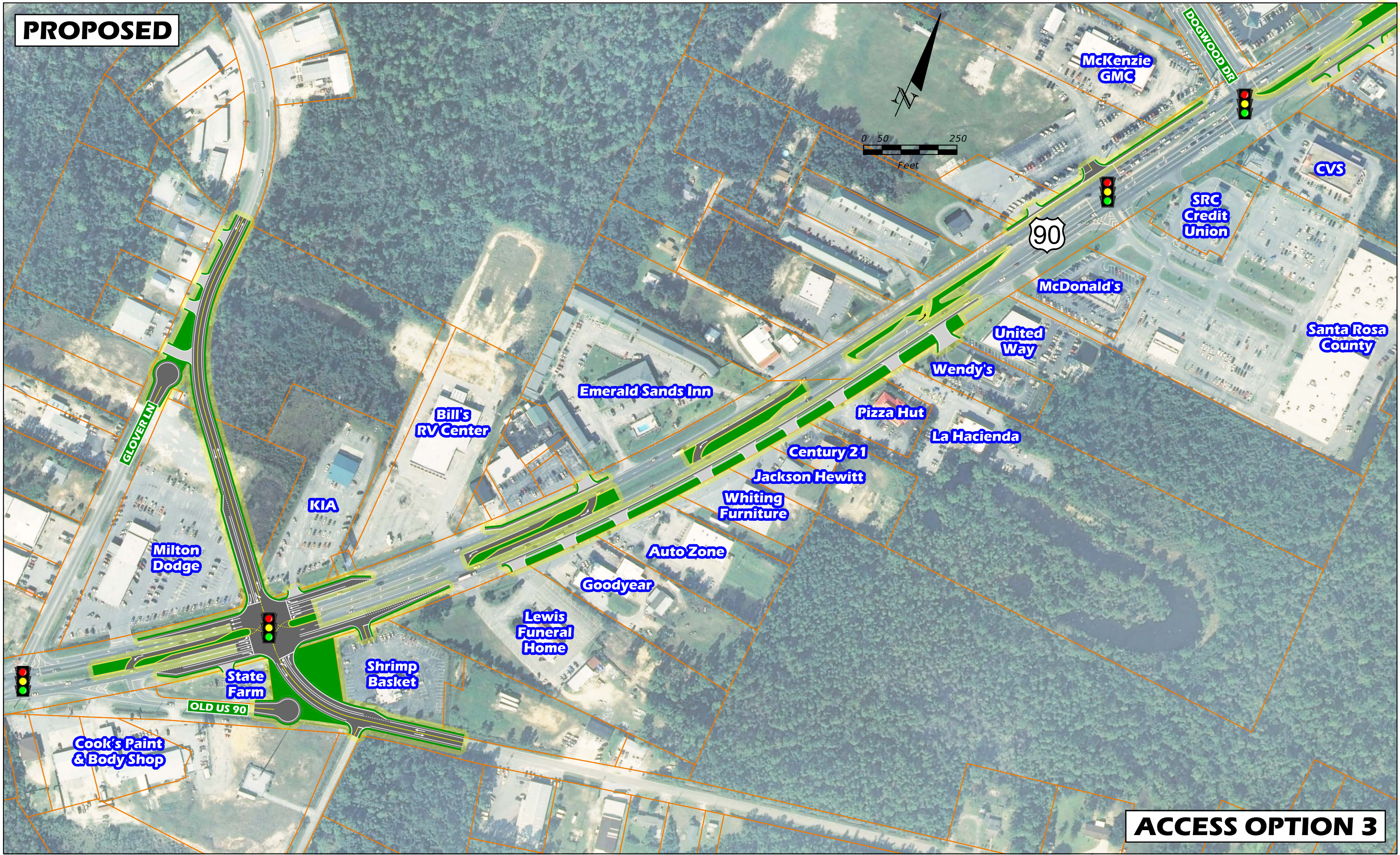
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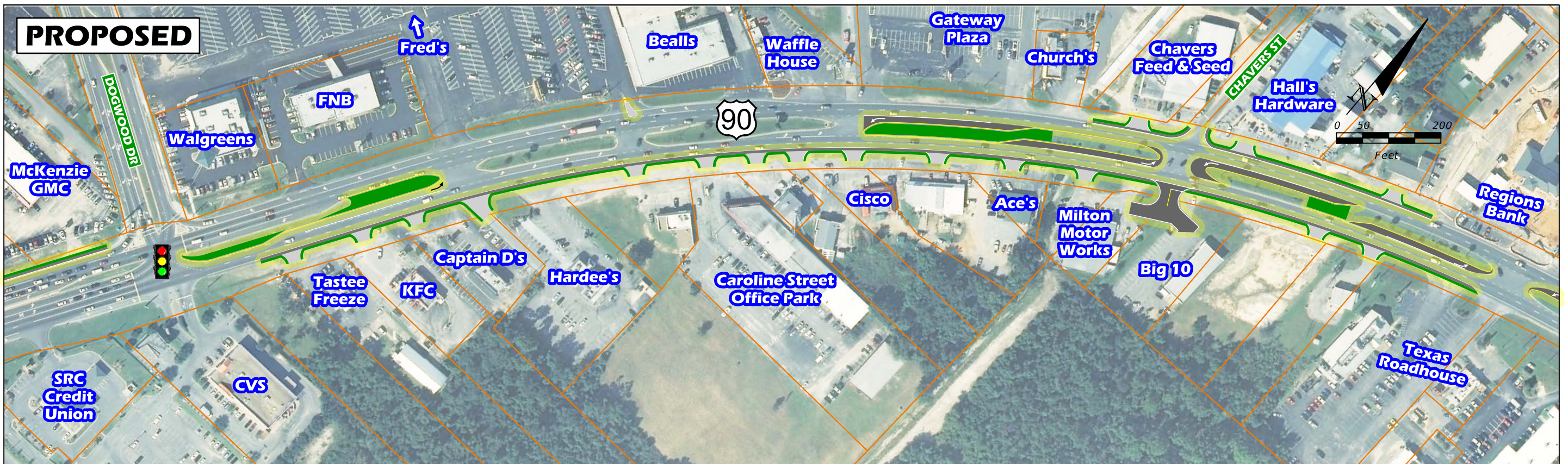
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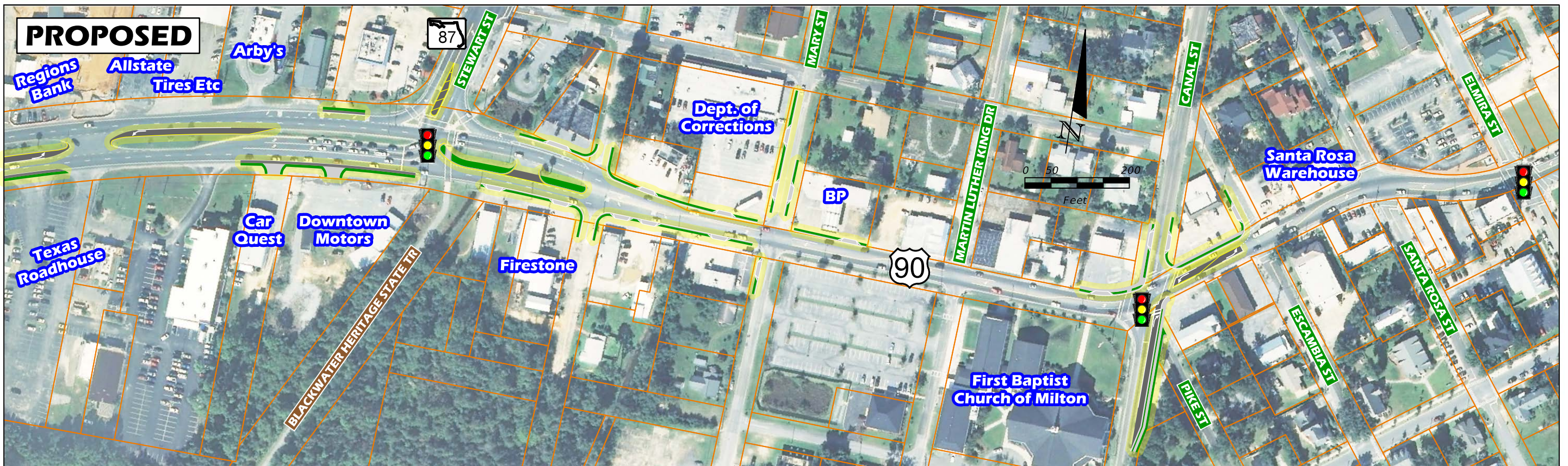


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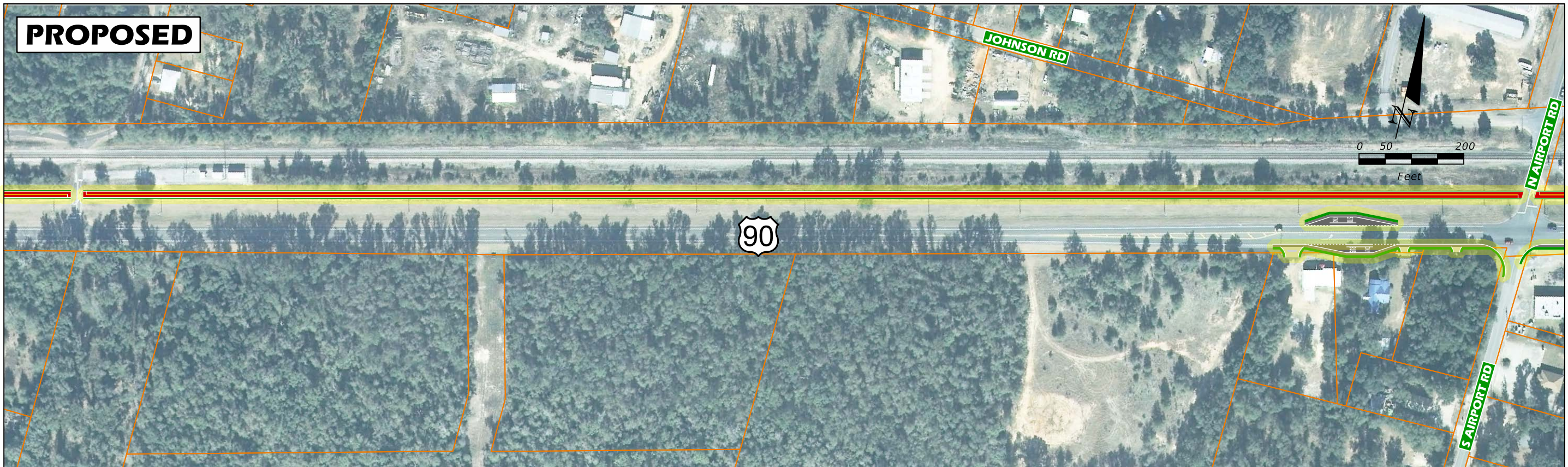
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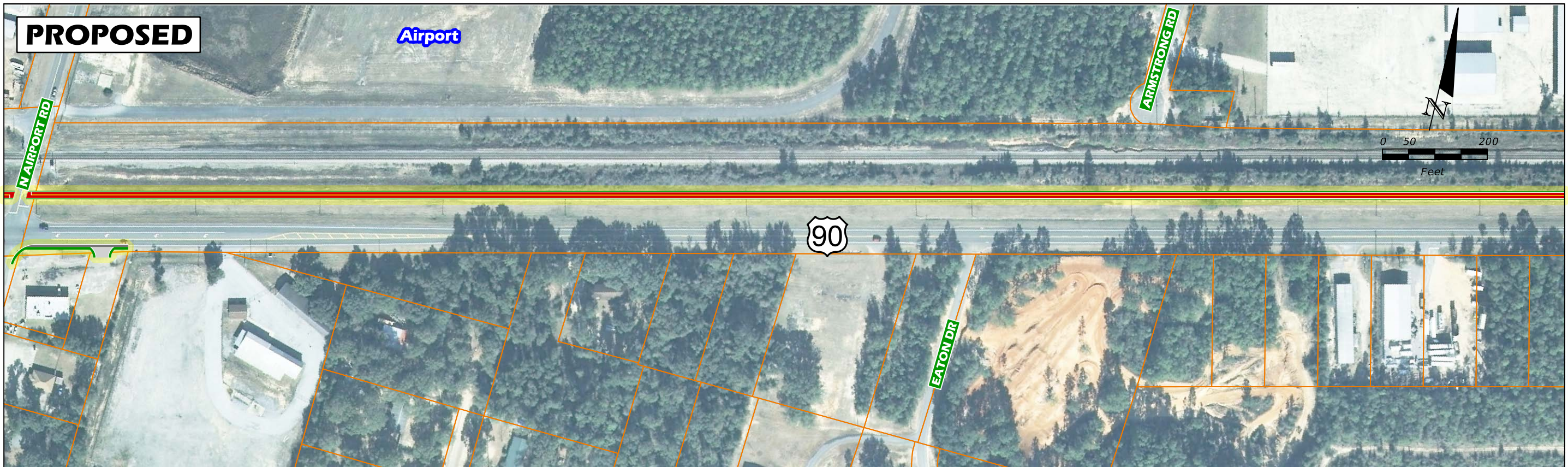
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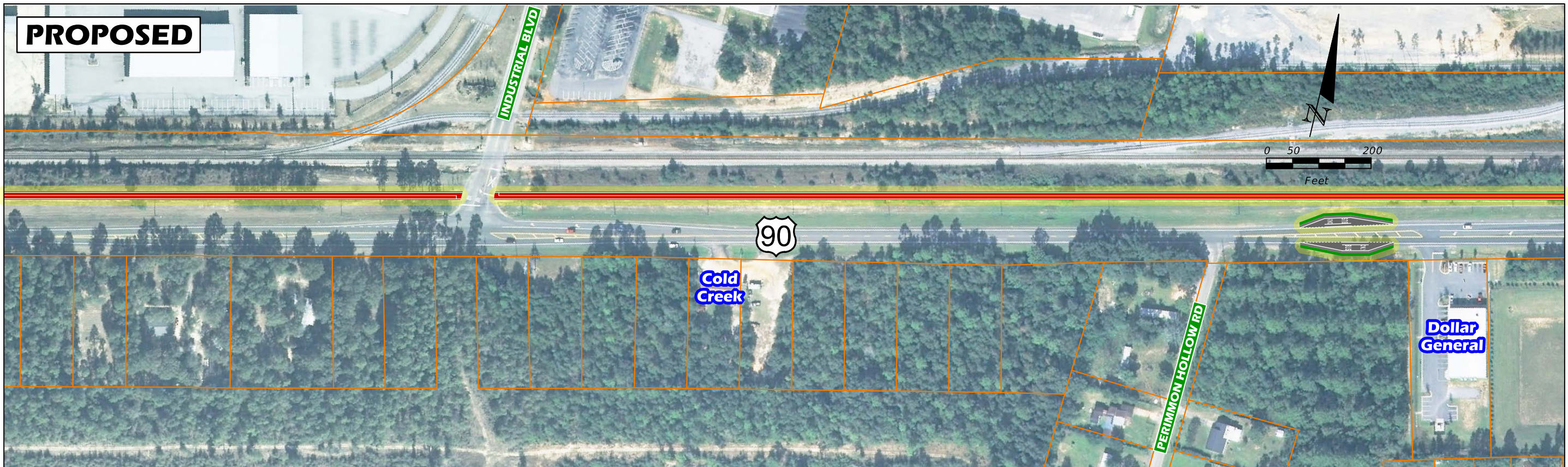
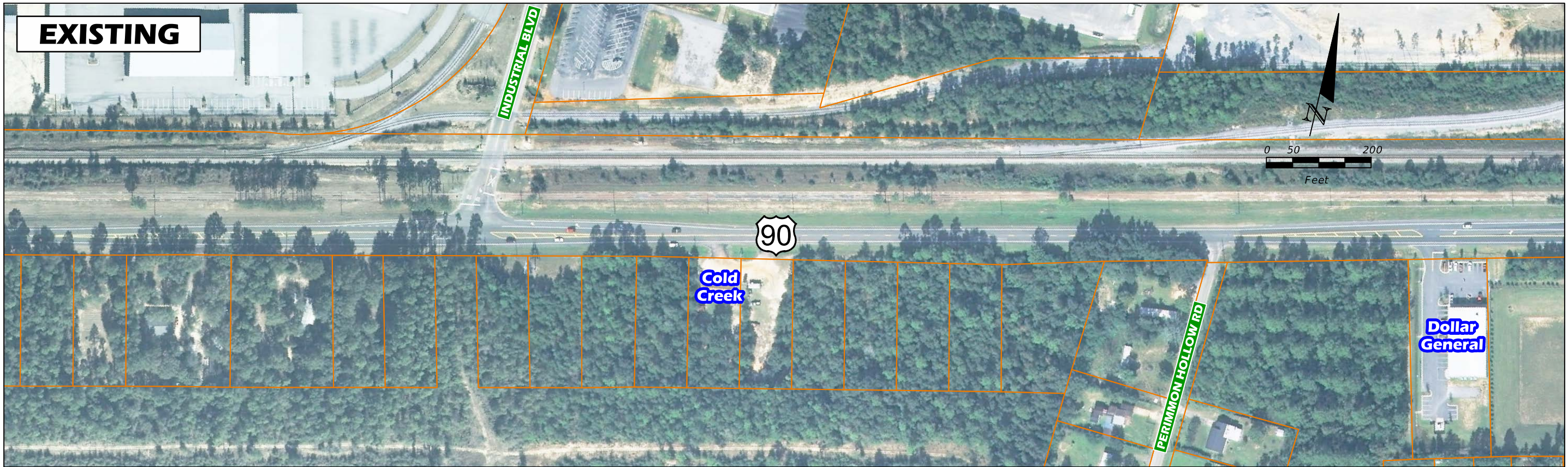
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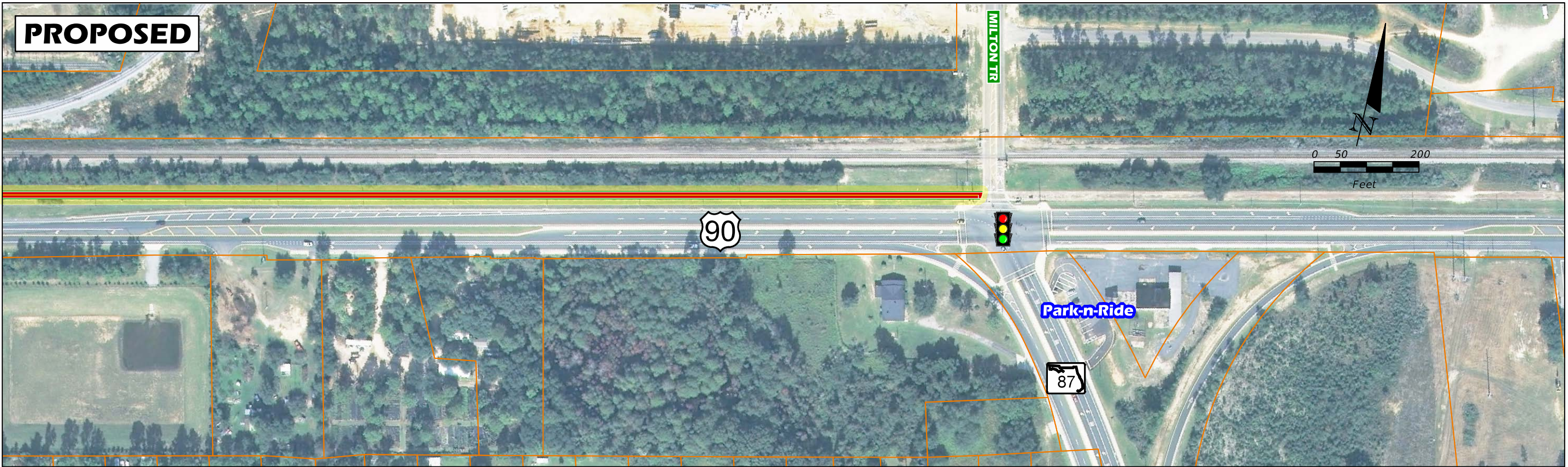
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## I. INTRODUCTION

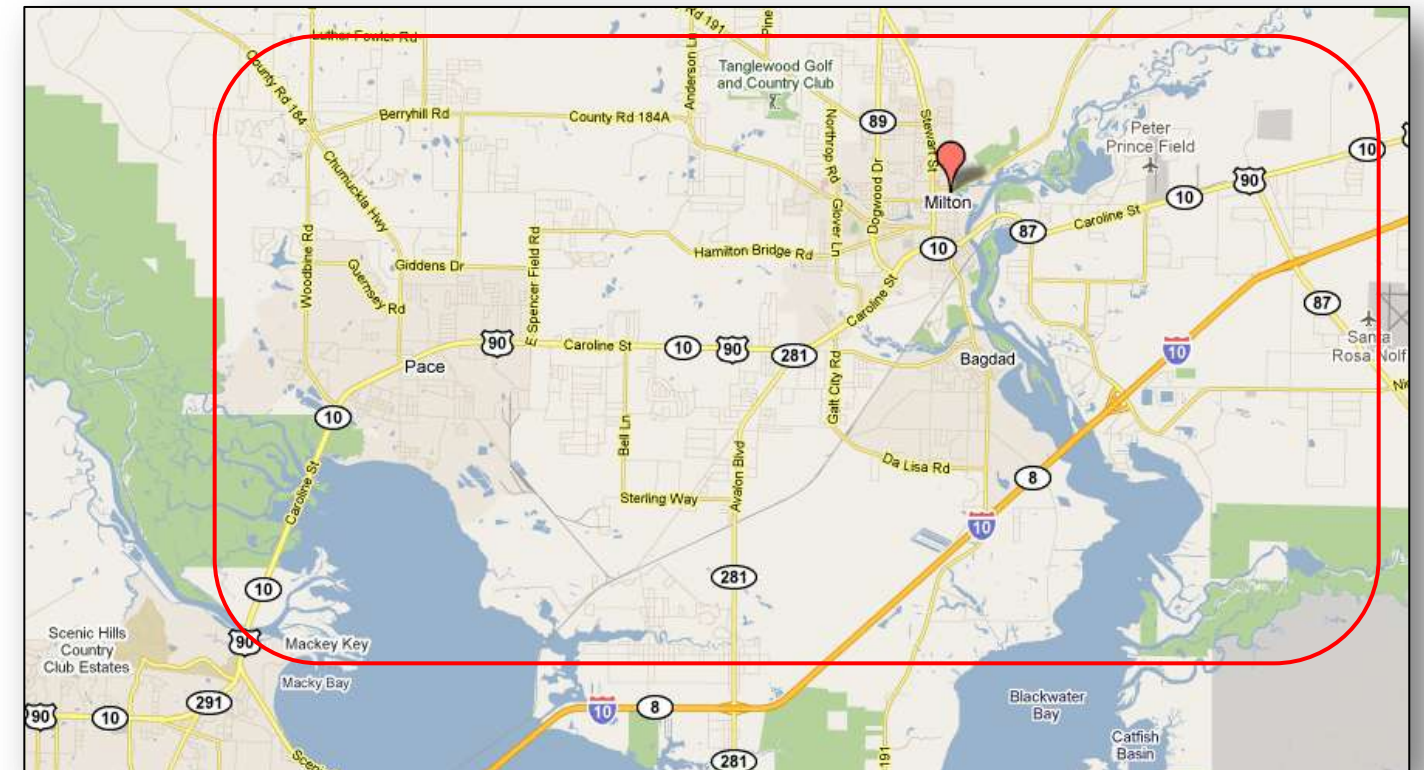
The purpose of this report is to identify problem areas along the corridor and to recommend potential improvements that would increase safety while preserving mobility and accessibility for all modes of transportation along the corridor. This report will serve as an update to the US 90 Corridor Management Report completed in April 2001.

US 90 (SR 10) spans the entire width of the state of Florida from Escambia County east to Duval County. This report focuses on the segment within Santa Rosa County from the eastern end of the Escambia River Bridge to SR 87 south which is approximately 16.4 miles long. This segment runs parallel to Interstate 10 / SR 8 to the south. US 90 is one of the major facilities used for travel from northern Santa Rosa County into Pensacola. Figure 1-1 illustrates the study corridor location.

Within the limits of the study corridor, US 90 is a four-lane divided facility from the eastern study limits to Mary Street within the City of Milton. From Mary Street to the western study limits it is a two-lane facility with frequent center turn lanes. It is functionally classified as an urban minor arterial and ranges in speed limits from 55mph in the more rural areas to as low as 25mph within the City of Milton.

This CMP is designed to address the accessibility, safety and mobility of the Corridor; to inventory and analyze current and future year conditions and needs of the corridor; and to identify operational and access management improvements that will improve the functionality and safety of the Corridor.

**FIGURE 1-1 STUDY CORRIDOR LOCATION**





## II. DATA COLLECTION

### Traffic Counts

AADT counts were obtained from the FDOT for 11 locations along the corridor. K and D factors, used for identifying peak hour and peak direction, were obtained from FDOT.

### Turning Movement Counts

AM, Midday, and PM peak hour turning movement counts (TMCs) were collected at 22 intersections, both signalized and unsignalized. These counts were used in the intersection capacity analysis in order to determine the operational level of service (LOS) for the study intersections.

Tube counts and TMCs locations are illustrated in Figure 2-1 and the raw traffic counts and TMCs are summarized in Appendix A.

### Other Data

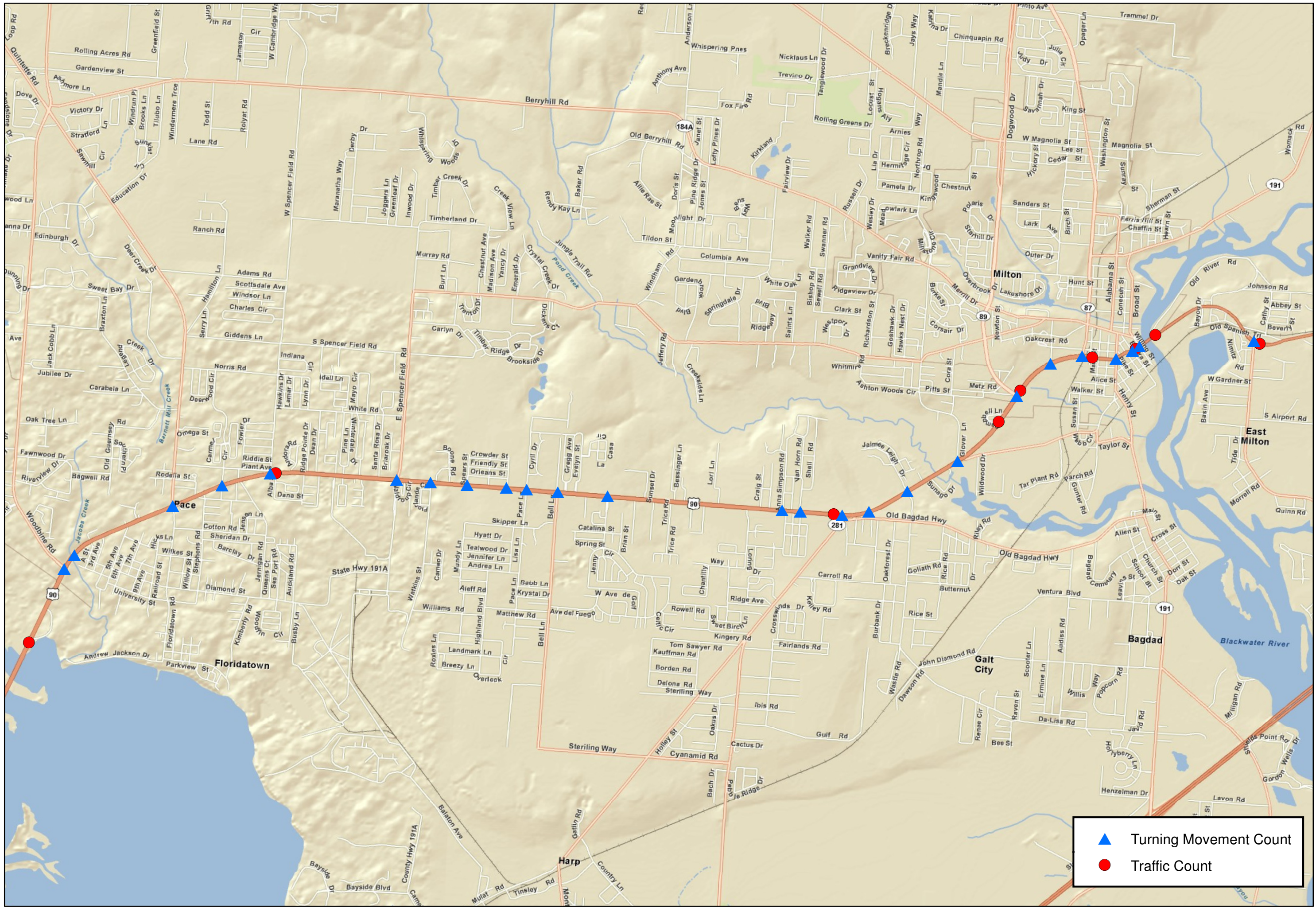
In addition to traffic data, various other data was collected throughout the corridor in order to assist with the study. Some of this data included aerial photography as well as relevant GIS data (parcel data, right-of-way, utility easements, etc.). Speed limits, lane widths, intersection geometries, bicycle and pedestrian facilities, median and turn lane data as well as signal timings were all field-verified.

Future corridor plans and improvements relevant to the corridor were obtained from the FDOT, Santa Rosa County as well as the Florida-Alabama TPO.





Date: 6/24/2011



# US 90 Corridor Management Plan Update

June 2011





### III. EXISTING CONDITIONS

#### Corridor Description

US 90 within the study area is primarily a 4 lane divided arterial, however through downtown Milton it becomes a two lane facility with a center turn lane. The entire length within the study is classified as an Urban Minor Arterial. The current roadway design is a rural typical section with limited curb and gutter. Additionally, driveway locations along the corridor are poorly defined.



#### Land Use

Along the Corridor, there is a mixture of land uses consisting mostly of low density residential and commercial. Commercial land uses become more intense east of East Spencer Field Road. US 90 is also the primary arterial through the central business district of the City of Milton. The extreme eastern and western limits of the project are more rural in nature. SS Dixon Elementary and Pea Ridge Elementary Schools are both located within close proximity to the corridor as is Pace High school. The University of Florida and Pensacola State College also have a Milton campus located on US 90 at Avalon Boulevard. Figure 3-1 illustrates the existing land uses along the Corridor.





Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities were inventoried and assessed in the December 2010 *Bicycle and Pedestrian Master Plan* completed by the Florida-Alabama TPO. This plan assessed the condition of existing facilities and used either the *Bicycle Level of Service Model* or the *Pedestrian Level of Service Model* to assign a level of service score and grade.

As shown in Table 3.1, most of the US 90 corridor does not have marked bike lanes & sidewalks are only present on portions of the Corridor. Overall, the bicycle level of service is higher on US 90 than the pedestrian level of service, as a number of segments having a pedestrian level of service of E or F, while no segments have a bicycle level of service lower than D.



Table 3.1 US 90 Bicycle and Pedestrian Facilities and Level of Service

| Segment   | Bike Lane Marked? | Bicycle LOS |       | Sidewalk Present? | Pedestrian LOS |       |
|---|-------------------|-------------|-------|-------------------|----------------|-------|
|   |                   | Score (1-7) | Grade |                   | Score (1-7)    | Grade |
| Escambia CL to Floridatown Rd.                  | No                | 3.96        | D     | No                | 5.81           | F     |
| Floridatown Rd. to Jernigan Rd.                 | No                | 1.32        | A     | Yes               | 4.11           | D     |
| Jernigan Rd. to East Spencer Field Rd.          | No                | 3.32        | C     | No                | 5.38           | E     |
| East Spencer Field Rd. to SR 281 / Avalon Blvd. | No                | 3.39        | C     | No                | 5.25           | E     |
| SR 281 / Avalon Blvd. to SR 87 / Stewart St.    | No                | 3.83        | D     | No                | 5.26           | E     |
| SR 87 / Stewart St. to Willing St.              | No                | 4.25        | D     | Yes               | 3.74           | D     |
| Willing St. to Lundy Lane                       | No                | 3.66        | D     | No                | 5.13           | E     |
| Lundy Lane to Ward Basin Rd.                    | Yes               | 2.79        | C     | Yes               | 2.95           | C     |
| Ward Basin Rd. to Airport Rd. Westside          | No                | 3.37        | C     | Yes               | 3.12           | C     |
| Ward Basin Rd. to Airport Rd. Eastside          | No                | 3.37        | C     | No                | 5.38           | E     |
| Airport Rd. to SR 87-S Westside                 | No                | 3.57        | D     | Yes               | 2.53           | C     |
| Airport Rd. to SR 87-S Eastside                 | No                | 3.57        | D     | No                | 4.85           | E     |

Source: *Bicycle and Pedestrian Master Plan, December 2010.*  
(<http://70.167.229.112/fatpo/documents/FLAL%20TPO%20Bike%20Ped%20Plan%20December%202010.pdf>)



The December 2010 *Bicycle and Pedestrian Master Plan* also included recommendations for improving bicycle and pedestrian facilities, and then indexed the recommendations in a benefit-cost analysis. This allowed the recommendations to be broken into tiers and also to be prioritized.

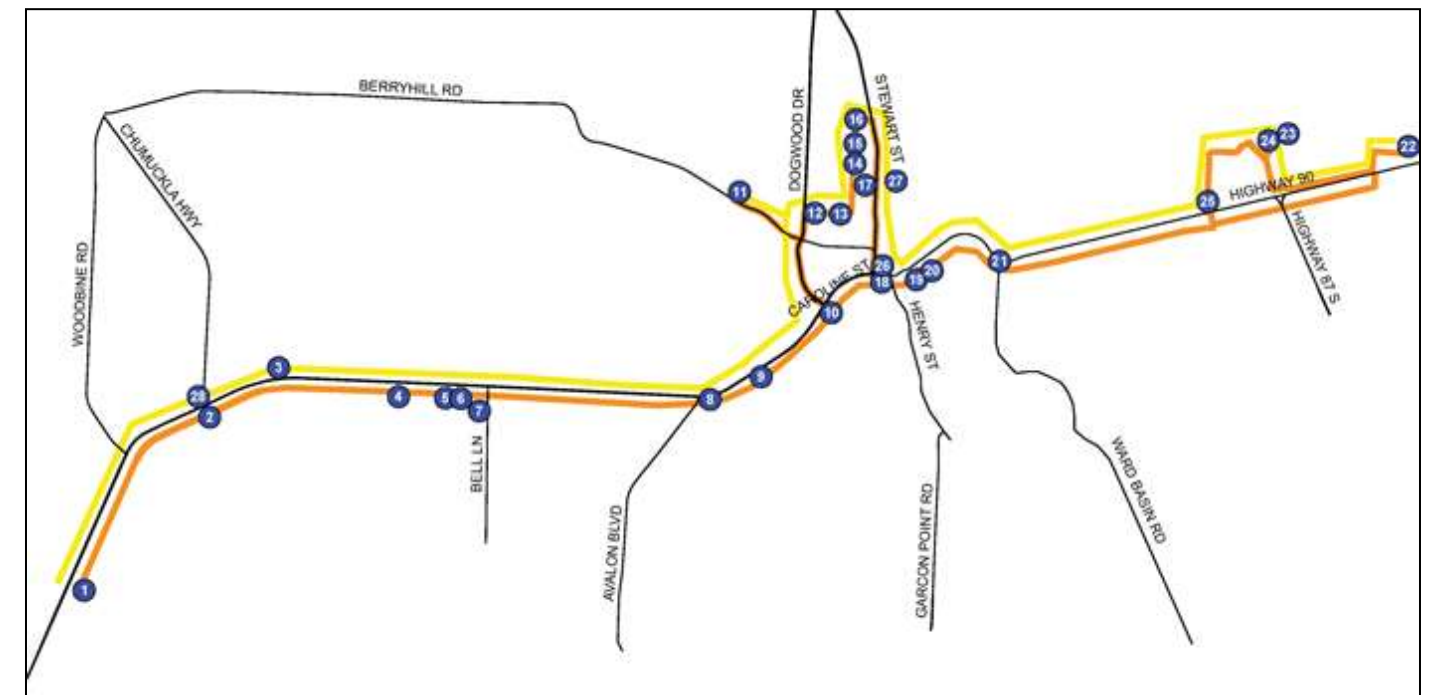
Pedestrian facility recommendations for the US 90 corridor study area included adding sidewalks to all areas of the corridor that do not have them. Bicycle facility recommendations vary based on location and current facilities. Between SR 281 / Avalon Blvd. and SR 87 North / Stewart Street, the recommendation is to restripe the roadway to add bike lanes. This is a Tier 1 priority bicycle facility project, & is the bike/ pedestrian project with the highest priority placed upon it along the US 90 corridor. Also, a detailed corridor study between SR 87 North and the Blackwater River Bridge is called for in the study.



### Santa Rosa County Transit

Santa Rosa County started a one-year pilot transit program on December 7<sup>th</sup>, 2010. Santa Rosa Transit focuses on providing transportation to and from work for Santa Rosa County residents. Routes are mainly along U.S. Hwy. 90 (but also go into the City of Milton) from the East Milton Industrial Park to a connection to the Escambia County Area Transit system at Nine Mile Road and University Parkway. Stops also include area health care services, government offices, nonprofit organizations and shopping centers. Service is available Monday through Friday and bus fare is \$1.

**FIGURE 3-2 SANTA ROSA TRANSIT ROUTES**



Source: Santa Rosa County government website  
(<http://data2.santarosa.fl.gov/transit/index.cfm>)

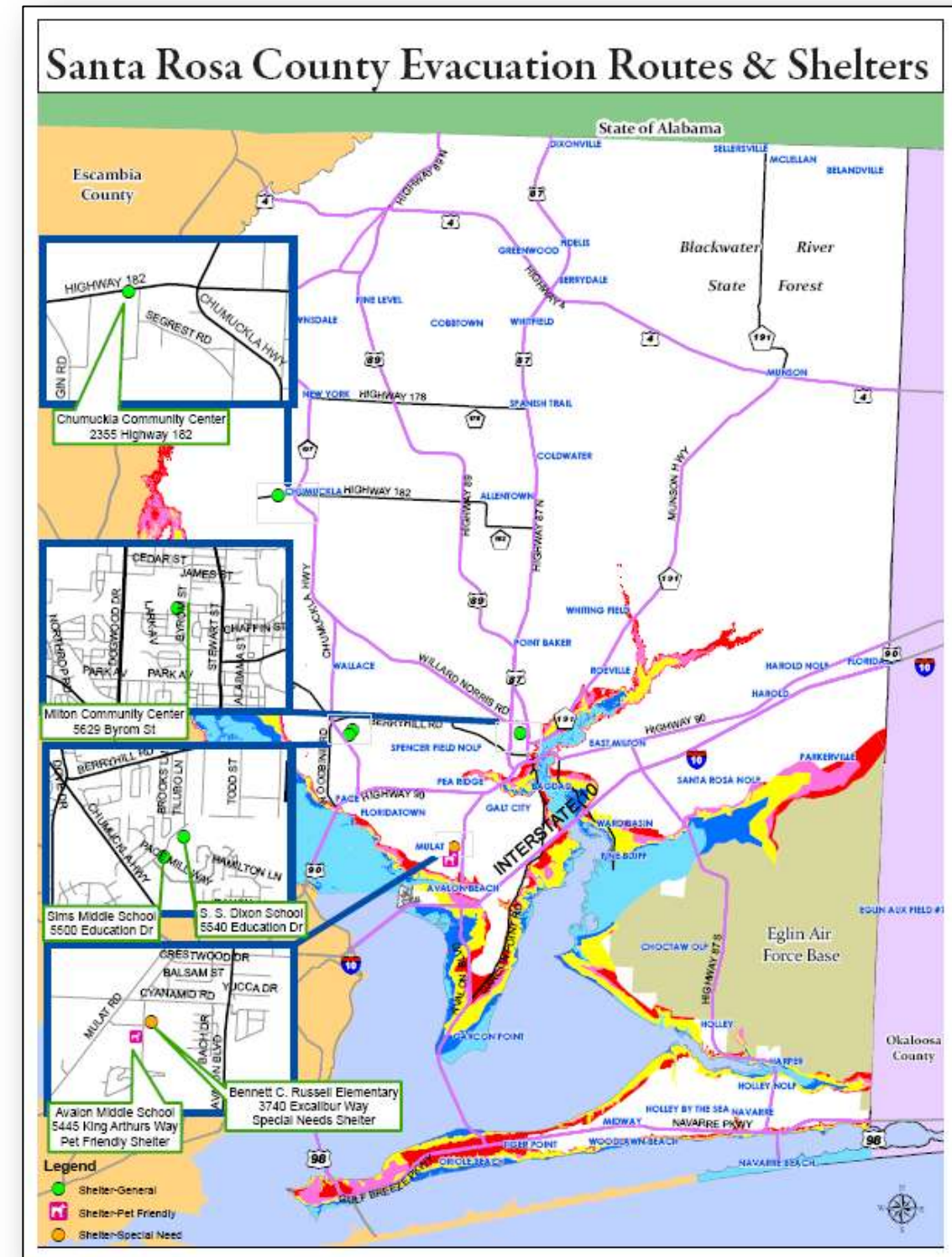


### Right of Way (ROW)

Measurements of the US 90 Corridor ROW within the study area average between approximately 100 feet and 150 feet but is as narrow as 50 feet within the City of Milton. ROW also widens to over 200 feet in the extreme eastern and western portions of the study area.

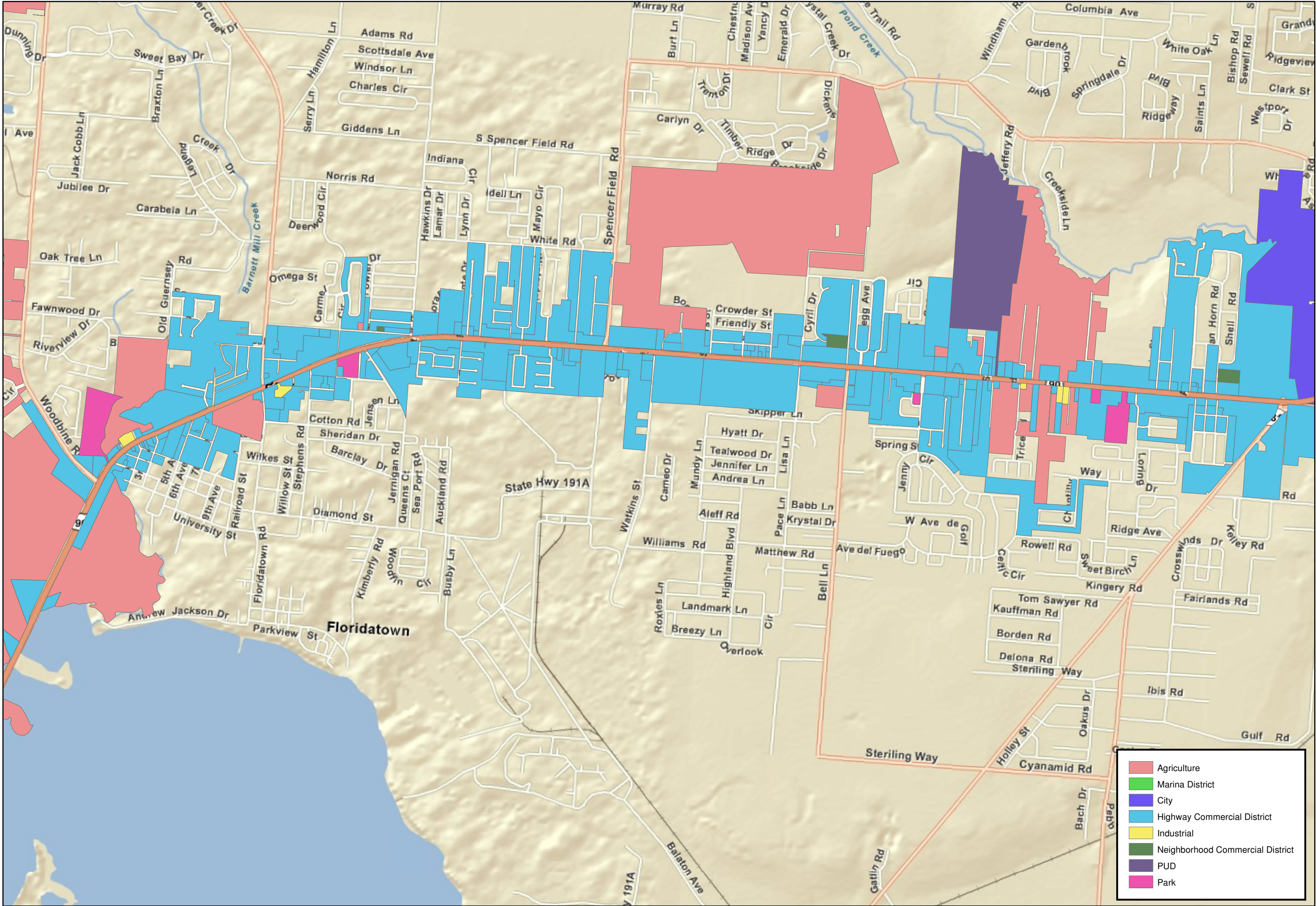
### Hurricane Evacuation

The Santa Rosa County Emergency Management Office has designated US 90 as an official Hurricane Evacuation Route.



Source: Santa Rosa County Emergency Management  
<http://www.santarosa.fl.gov/emergency/>





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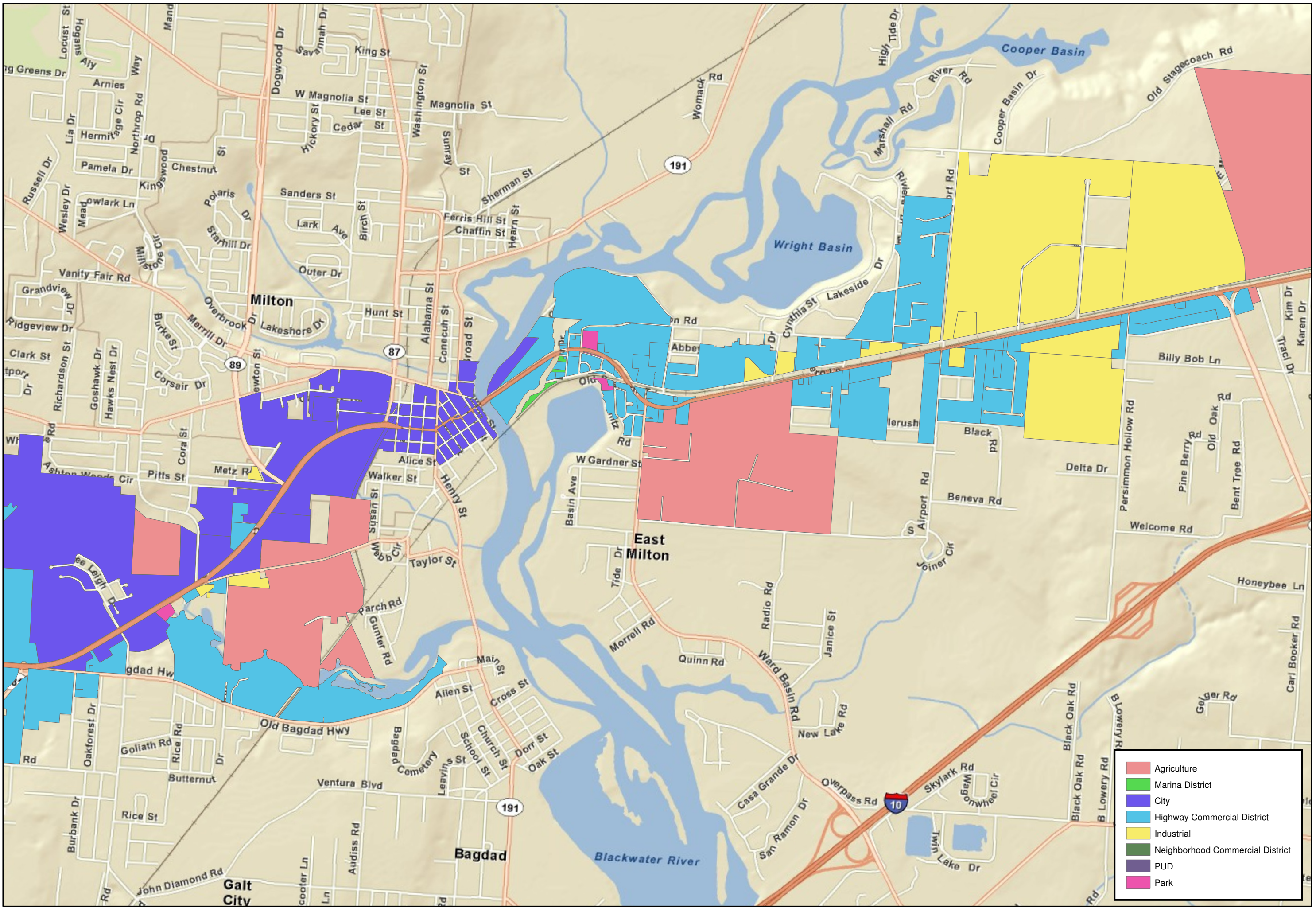


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**Land Use and Zoning**  
**Figure 3-1**  
**Sheet 2 of 2**





## Capacity Analyses

Both roadway capacity analyses and intersection analyses were performed for the US 90 Corridor. The intersection analyses included 22 intersections along the corridor (16 signalized, 6 unsignalized).

- Lane Configuration
- Turning Movement Counts
- Intersection Geometry
- Signal timings (signalized intersections)

### *Roadway Capacity Analysis*

A capacity analysis was performed for the Corridor in order to determine existing roadway level of service (LOS) and to identify existing deficiencies. Annual average daily traffic counts taken from the 2009 FDOT published traffic counts and peak-Hour directional volumes were used for the analysis in Table 3-2. The FDOT Generalized Level of Service Tables were used for these analyses in order to determine LOS.

Analyses were performed for 2010 existing conditions, 2017 future conditions with no improvements, and 2017 future conditions with improvements. The results of the 2010 existing conditions Synchro analysis are summarized in Table 3-3. Figure 3-2 illustrates intersection level of service for all intersections analyzed on the corridor. Synchro software reports are summarized in Appendix B.

As shown in Table 3-2 US 90 from the Escambia County Line to East Spencer Field Road is currently operating at a deficient LOS during the peak hour in the eastbound direction. The segment from Avalon Boulevard to SR 87/Stewart Street also operates at a deficient LOS during the peak hour in the eastbound direction. The segment of US 90 from SR 87 North to the Florida-Alabama urbanized boundary operates at a deficient level of service during the peak hour in the westbound direction.

The results of the Synchro analysis reveal that the intersection of US 90 at Woodbine Road operates at LOS F during the AM peak hour. The intersection of US90 at Diamond Road operates at LOS F for the AM, Midday, and PM peak hours. The intersection of US 90 and Santa Villa Drive operates at LOS E for the AM peak hour and LOS F for the Midday and PM peak hours. The intersection of US 90 at Keyser Lane operates at LOS F for the AM, Midday, and PM peak hours. The intersection of US 90 at Anna Simpson Road operates at LOS E for the PM peak hour and the intersection of US 90 at Van Horn Road operates at LOS E for the AM peak hour and LOS F at the Midday and PM peak hours.

### *Intersection Analysis*

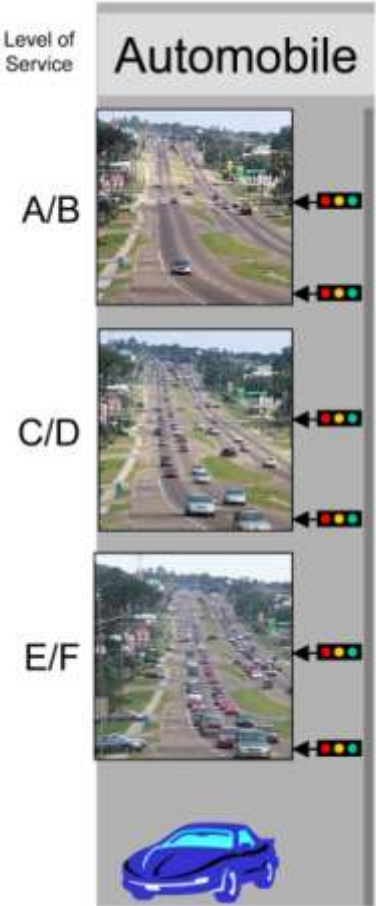
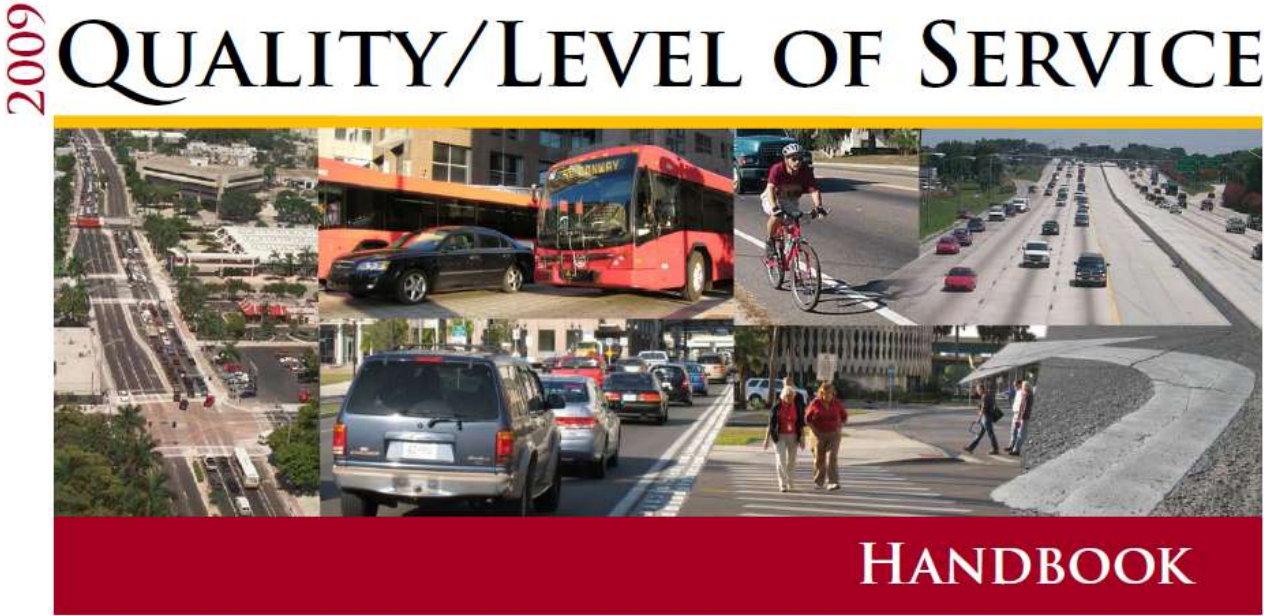
An operational capacity analysis was performed on all major intersections for the afternoon peak hours. Intersection capacity analyses for both signalized and unsignalized intersections were performed using Synchro software. Synchro applies the methodology from the Highway Capacity Manual to determine intersection delay and LOS based on a number of input variables including:



Table 3-2 Roadway Existing Conditions Capacity Analysis

| Road Name   | Number of Lanes | Facility Type | Number of Signals | Signals Per Mile | Segment Length | LOS Area  | Directional Peak Hour Max Vol. and LOS Standard | Count Year | AADT*  | AADT LOS | K Factor* | D Factor* | Peak Hour Two-Way Traffic | Directional Peak Hour Traffic Volumes |    |      |    | Directional Peak Hour Traffic LOS |    |   |    |
|---|-----------------|---------------|-------------------|------------------|----------------|-----------|---|------------|--------|----------|-----------|-----------|---------------------------|---------------------------------------|----|------|----|-----------------------------------|----|---|----|
| US 90 / SR 10   |                 |               |                   |                  |                |           |   |            |        |          |           |           |                           |                                       |    |      |    |                                   |    |   |    |
| Escambia County Line to East Spencer Field Rd.                | 4               | Divided       | 4                 | 0.69             | 5.799          | Urbanized | 1,960 (D)                                       | 2009       | 33,500 | C        | 10.79%    | 55.78%    | 3,615                     | 2016                                  | EB | 1598 | WB | F                                 | EB | C | WB |
| East Spencer Field Road to SR 281/ Avalon Blvd.               | 4               | Divided       | 6                 | 1.178            | 3.492          | Urbanized | 1,960 (D)                                       | 2009       | 30,500 | C        | 10.79%    | 55.78%    | 3,291                     | 1836                                  | EB | 1455 | WB | C                                 | EB | B | WB |
| SR 281/ Avalon Blvd. to SR 87 / Stewart St.                   | 4               | Divided       | 5                 | 2.156            | 2.319          | Urbanized | 1,770 (D)                                       | 2009       | 31,250 | D        | 10.79%    | 55.78%    | 3,372                     | 1881                                  | EB | 1491 | WB | F                                 | EB | D | WB |
| SR 87 N / Stewart St. to Airport Rd.                          | 2               | Undivided     | 4                 | 1.272            | 3.144          | Urbanized | 880 (D)   | 2009       | 15,875 | D        | 10.79%    | 55.78%    | 1,713                     | 757                                   | EB | 955  | WB | C                                 | EB | F | WB |
| Airport Rd. to SR 87 S / Milton Rd / FL-AL Urbanized Boundary | 2               | Undivided     | 1                 | 0.691            | 1.448          | Urbanized | 880 (D)   | 2009       | 8,300  | B        | 10.79%    | 55.78%    | 896                       | 396                                   | EB | 500  | WB | B                                 | EB | B | WB |

\*2009 FDOT traffic count & factors taken from the Florida Traffic Information website.



Source: Florida DOT Quality/Level of Service Handbook  
[http://www.dot.state.fl.us/planning/systems/sm/los/pdfs/2009FDOTQLOS\\_Handbook.pdf](http://www.dot.state.fl.us/planning/systems/sm/los/pdfs/2009FDOTQLOS_Handbook.pdf)

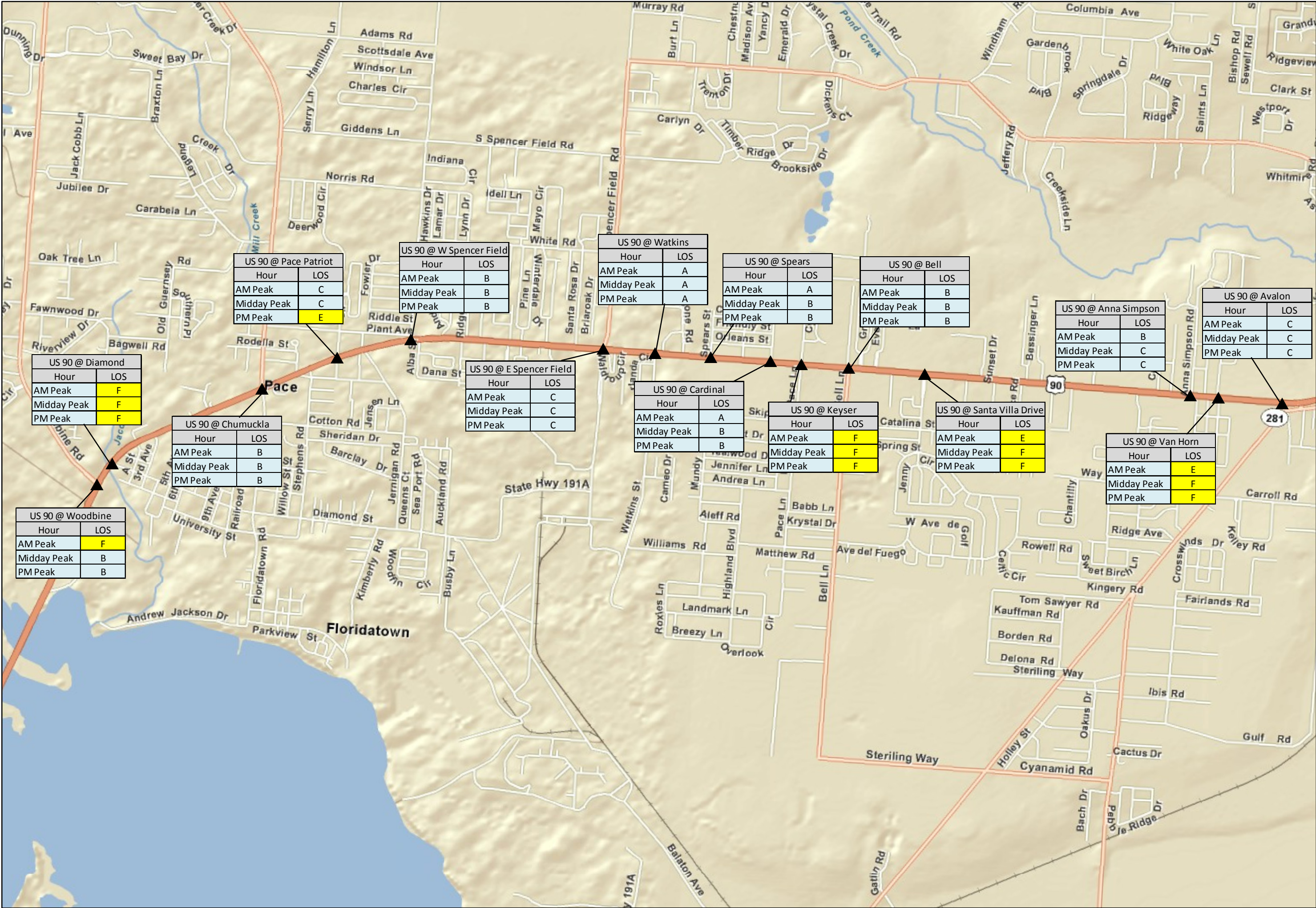


**Table 3-3 Intersection Existing Conditions Analysis**

| Intersection                    | AM Peak Hour LOS | Midday Peak Hour LOS | PM Peak Hour LOS |
|---------------------------------|------------------|----------------------|------------------|
| US 90 @ Woodbine Road           | F                | B                    | B                |
| US 90 @ Diamond Road            | F                | F                    | F                |
| US 90 @ Chumuckla Highway       | B                | B                    | B                |
| US 90 @ Pace Patriot Boulevard  | C                | C                    | E                |
| US 90 @ West Spencer Field Road | B                | B                    | B                |
| US 90 @ East Spencer Field Road | C                | C                    | C                |
| US 90 @ Watkins Street          | A                | A                    | A                |
| US 90 @ Spears Street           | A                | B                    | B                |
| US 90 @ Cardinal Street         | A                | B                    | B                |
| US 90 @ Keyser Lane             | F                | F                    | F                |
| US 90 @ Bell Lane               | B                | B                    | B                |
| US 90 @ Santa Villa Drive       | E                | F                    | F                |
| US 90 @ Anna Simpson Road       | B                | C                    | C                |
| US 90 @ Van Horn Road           | E                | F                    | F                |
| US 90 @ Avalon Boulevard        | C                | C                    | C                |
| US 90 @ Parkmore Plaza          | B                | B                    | B                |
| US 90 @ Glover Lane             | A                | A                    | B                |
| US 90 @ Dogwood Drive           | B                | B                    | B                |
| US 90 @ Chavers Steet           | B                | C                    | C                |
| US 90 @ Stewart Street          | A                | A                    | B                |
| US 90 @ Canal Street            | A                | A                    | B                |
| US 90 @ Elmira Street           | A                | A                    | A                |
| US 90 @ Willing Street          | D                | A                    | B                |
| US 90 @ Ward Basin Road         | B                | B                    | B                |



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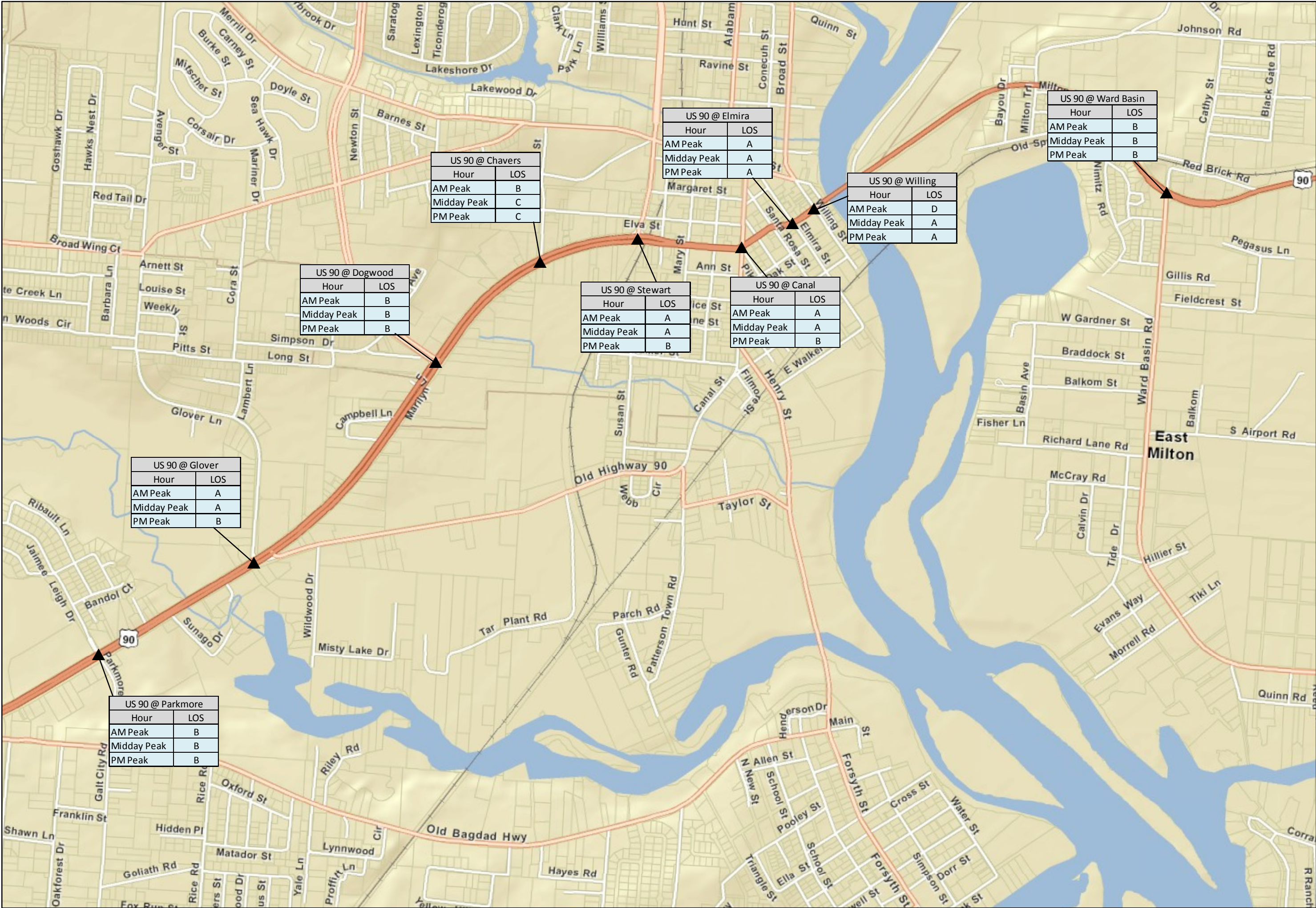
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**Planned Corridor Projects**

As part of the US 90 / SR 10 CMP, projects currently planned and funded within the next five years for the corridor were identified, including projects within the FDOT 5-Year Work Program and the FL-AL TPO FY 2010/11-2014-15 Transportation Improvement Program. The results are detailed below.

**Table 3-4 US 90 / SR 10 Planned and Funded Corridor Projects**

| Facility                    | Segment                                  | Improvement                     | Funding Amount  |
|-----------------------------|--|---------------------------------|-----------------|
| SR 10 / US 90               | E of CR 89 to 2.5 mi. E of<br>SR 87      | Resurfacing                     | \$3.98 million  |
| SR 10 / US 90               | SR 87/ Stewart St to<br>Bayou Drive      | Resurfacing                     | \$1.13 million  |
| SR 10 / US 90               | Over Macavis Bayou                       | Bridge Replacement              | \$11.09 million |
| SR 10 / US 90               | At Persimmon Hollow<br>Road Intersection | Add Turn Lanes                  | \$191,648       |
| SR 10 / US 90               | At Industrial Boulevard<br>Intersection  | Add Right Turn Lanes            | \$307,616       |
| CR 197-A /<br>Woodbine Road | From SR 10/ US 90                        | Right-of-Way Future<br>Capacity | \$2 million     |



#### IV. 2017 FUTURE CONDITIONS ANALYSIS

##### Traffic Forecasting Methodology

In order to identify future transportation deficiencies on the US 90 Corridor, traffic counts were forecast to the year 2017. This was accomplished using the Northwest Florida Regional Planning Model (NWFRPM). The model was run and traffic was forecasted to the year 2035. Growth rates were then derived by comparing the base year to the future year (2017). These growth rates were then applied to the traffic counts collected by Atkins. A growth rate of .76% was used for the segment from the Escambia River to Avalon Boulevard and a growth rate of .55% was used for the segment from Avalon Boulevard to SR 87 south.

##### 2017 Roadway Capacity Analysis

The growth rates discussed above were applied to the 2009 FDOT traffic counts taken along the corridor. These rates were applied in order to determine future year level of service (LOS) and to identify potential future deficiencies. As was performed in the existing conditions analysis, Peak-Hour directional traffic volumes were used for the analysis. The results of the future conditions analysis are summarized in Table 4-1.

In 2017, the segments of US 90 from the Escambia County Line to East Spencer Field Road and from SR 281/Avalon Boulevard are expected to operate at a failing level of service in the eastbound directions. US 90 from SR 87 North/Stewart Street to Airport Road is expected to operate at a failing level of service in the westbound direction.

##### 2017 Intersection Analysis

These growth rates were also applied to the 2010 turning movement counts that were collected for the study in order to identify future year intersection deficiencies. An operational capacity analysis was performed on all major intersections for the Peak Hours using Synchro software.

All intersections were analyzed in 2017 first with no improvements. Intersections with a failing LOS were then further analyzed to determine what, if any, improvement could be made to improve the LOS. Intersections that were identified as candidates for improvements were re-analyzed. The results of the future conditions analysis are summarized in Tables 4-2 and 4-3. Figure 4-1 illustrates intersection level of service for all intersections analyzed on the corridor. The future conditions Synchro software reports are summarized in Appendix C.



Table 4-1 2017 Roadway Future Conditions Capacity Analysis

| Road Name   | Number of Lanes | Facility Type | Number of Signals | Signals Per Mile | Segment Length | LOS Area  | Directional Peak Hour Max Vol. and LOS Standard | 2017 AADT | K Factor* | D Factor* | Peak Hour Two-Way Traffic | Directional Peak Hour Traffic Volumes |    |      |    | Directional Peak Hour Traffic LOS |    |   |    |
|---|-----------------|---------------|-------------------|------------------|----------------|-----------|---|-----------|-----------|-----------|---------------------------|---------------------------------------|----|------|----|-----------------------------------|----|---|----|
| US 90 / SR 10   |                 |               |                   |                  |                |           |   |           |           |           |                           |                                       |    |      |    |                                   |    |   |    |
| Escambia County Line to East Spencer Field Rd.                | 4               | Divided       | 4                 | 0.69             | 5.799          | Urbanized | 1,960 (D)                                       | 35,592    | 10.79%    | 55.78%    | 3,840                     | 2142                                  | EB | 1698 | WB | F                                 | EB | C | WB |
| East Spencer Field Road to SR 281/ Avalon Blvd.               | 4               | Divided       | 6                 | 1.178            | 3.492          | Urbanized | 1,960 (D)                                       | 32,404    | 10.79%    | 55.78%    | 3,496                     | 1950                                  | EB | 1546 | WB | D                                 | EB | B | WB |
| SR 281/ Avalon Blvd. to SR 87 / Stewart St.                   | 4               | Divided       | 5                 | 2.156            | 2.319          | Urbanized | 1,770 (D)                                       | 32,652    | 10.79%    | 55.78%    | 3,523                     | 1965                                  | EB | 1558 | WB | F                                 | EB | D | WB |
| SR 87 N / Stewart St. to Airport Rd.                          | 2               | Undivided     | 4                 | 1.272            | 3.144          | Urbanized | 880 (D)   | 16,587    | 10.79%    | 55.78%    | 1,790                     | 791                                   | EB | 998  | WB | C                                 | EB | F | WB |
| Airport Rd. to SR 87 S / Milton Rd / FL-AL Urbanized Boundary | 2               | Undivided     | 1                 | 0.691            | 1.448          | Urbanized | 880 (D)   | 8,672     | 10.79%    | 55.78%    | 936                       | 414                                   | EB | 522  | WB | B                                 | EB | C | WB |





**Table 4-2 2017 Future Conditions Synchro Intersection Analysis**

| Intersection                    | AM Peak Hour LOS | Midday Peak Hour LOS | PM Peak Hour LOS |
|---------------------------------|------------------|----------------------|------------------|
| US 90 @ Woodbine Road           | F                | B                    | B                |
| US 90 @ Diamond Road            | F                | F                    | F                |
| US 90 @ Chumuckla Highway       | B                | B                    | C                |
| US 90 @ Pace Patriot Boulevard  | C                | C                    | E                |
| US 90 @ West Spencer Field Road | B                | B                    | B                |
| US 90 @ East Spencer Field Road | C                | C                    | C                |
| US 90 @ Watkins Street          | A                | A                    | A                |
| US 90 @ Spears Street           | A                | B                    | B                |
| US 90 @ Cardinal Street         | A                | B                    | C                |
| US 90 @ Keyser Lane             | F                | F                    | F                |
| US 90 @ Bell Lane               | B                | B                    | B                |
| US 90 @ Santa Villa Drive       | F                | F                    | F                |
| US 90 @ Anna Simpson Road       | B                | C                    | C                |
| US 90 @ Van Horn Road           | F                | F                    | F                |
| US 90 @ Avalon Boulevard        | C                | C                    | C                |
| US 90 @ Parkmore Plaza          | C                | C                    | E                |
| US 90 @ Glover Lane             | A                | A                    | B                |
| US 90 @ Dogwood Drive           | B                | B                    | B                |
| US 90 @ Chavers Steet           | B                | C                    | C                |
| US 90 @ Stewart Street          | A                | A                    | B                |
| US 90 @ Canal Street            | A                | A                    | B                |
| US 90 @ Elmira Street           | A                | A                    | A                |
| US 90 @ Willing Street          | D                | A                    | B                |
| US 90 @ Ward Basin Road         | B                | B                    | B                |



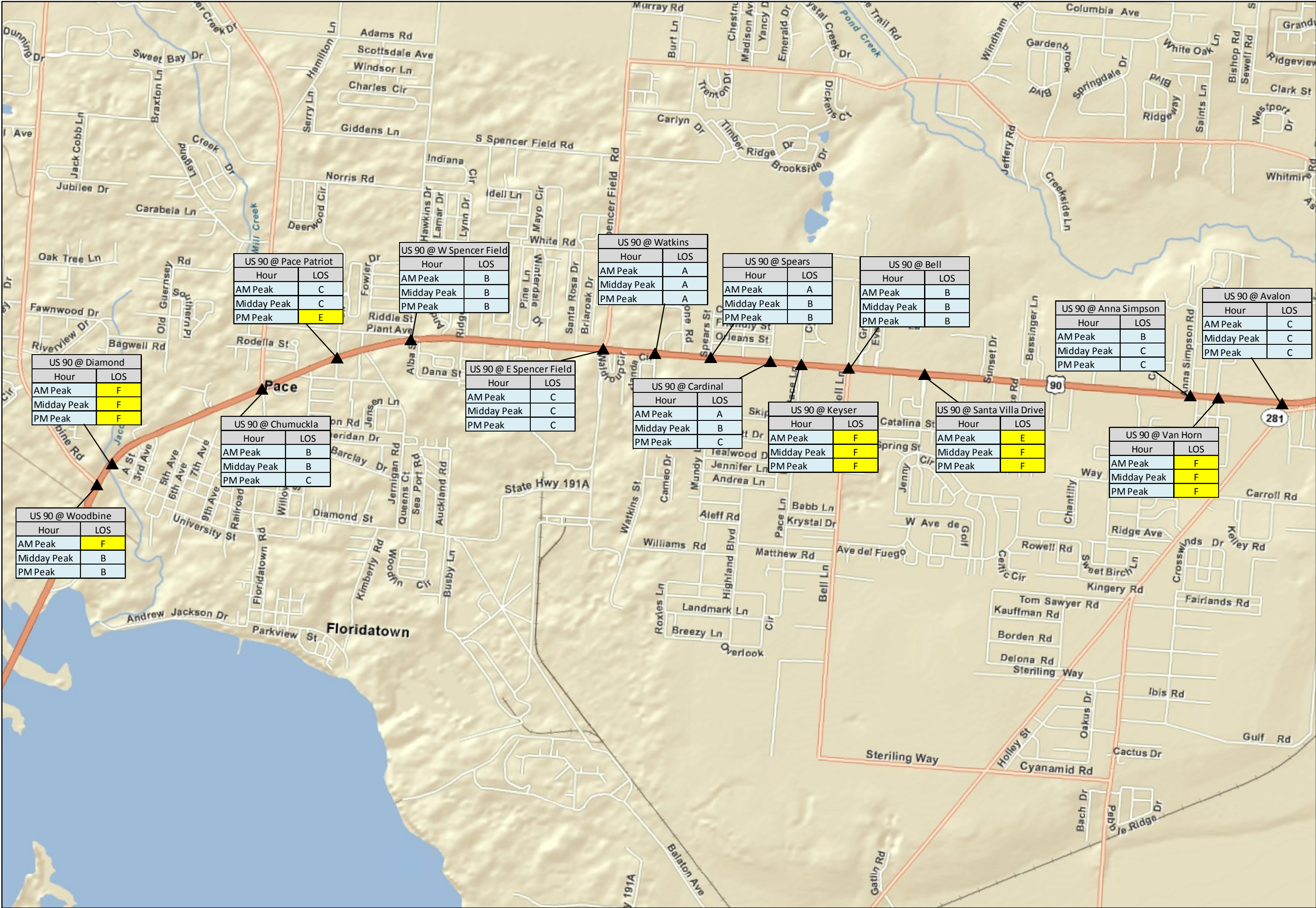
Table 4-3 2017 Intersection Conditions with Proposed Improvements

| Intersection              | 2017 AM Peak Hour LOS | AM Peak Hour LOS with Improvement | 2017 Midday Peak Hour LOS | Midday Peak Hour LOS with Improvement | 2017 PM Peak Hour LOS | PM Peak Hour LOS with Improvement | Proposed Improvement        |
|---------------------------|-----------------------|-----------------------------------|---------------------------|---------------------------------------|-----------------------|-----------------------------------|-----------------------------|
| US 90 @ Woodbine Road     | F                     | B                                 | B                         | B                                     | B                     | B                                 | Channelized right turn lane |
| US 90 @ Santa Villa Drive | F                     | A                                 | F                         | A                                     | F                     | A                                 | Signalization               |
| US 90 @ Willing Street    | D                     | C                                 | A                         | A                                     | B                     | B                                 | Dedicated right turn lane   |





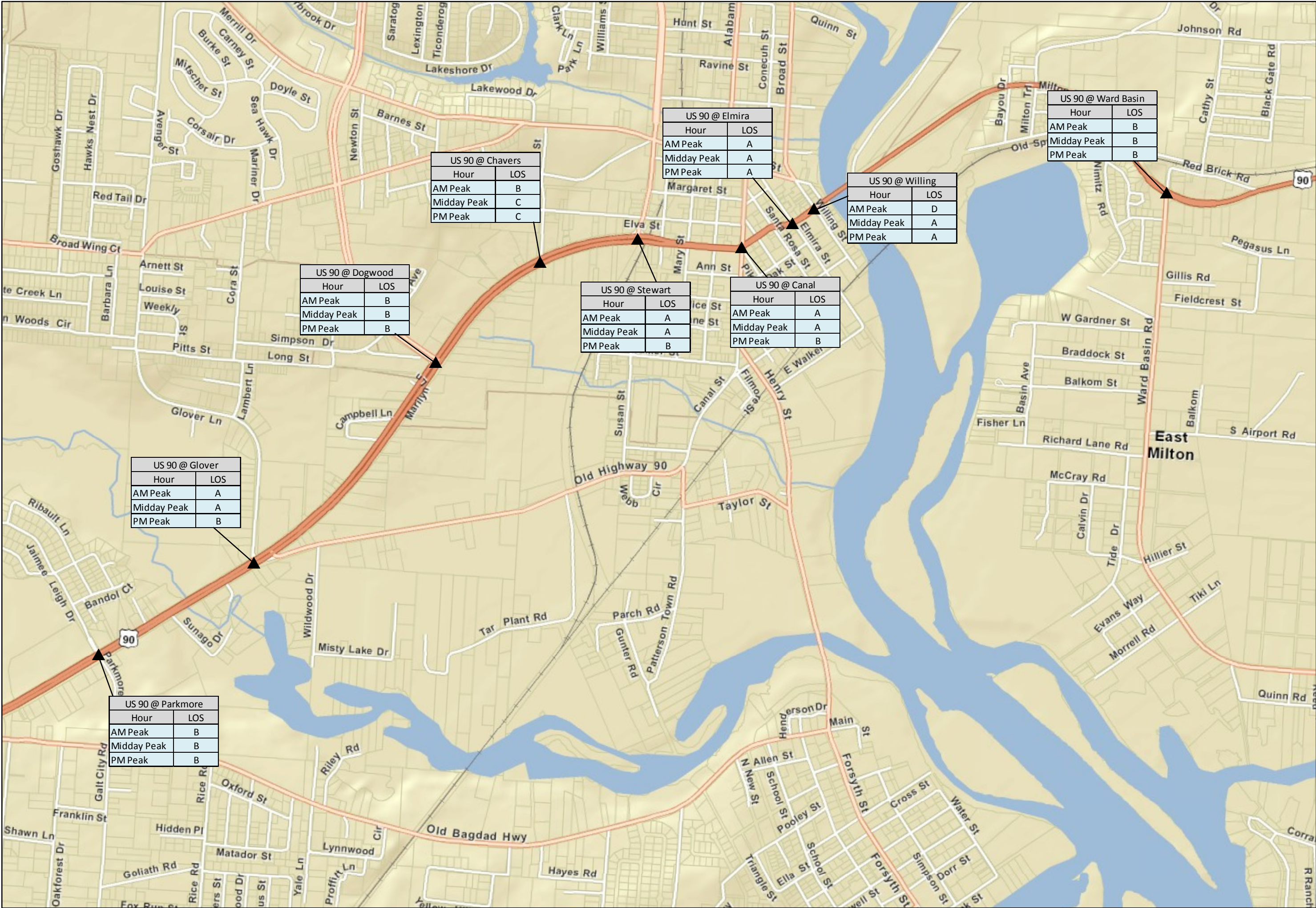
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V. CRASH DATA ANALYSIS

Crash data from years 2005-2009 were obtained from FDOT for the entire length of the study corridor. The data received contains specific information regarding crashes including: type / harmful event as recorded by the police, time of day, location and contributing cause as well as the number of injuries and fatalities.

Table 5-1 summarizes major Corridor intersections where crashes occurred within 100 feet of the study intersection between 2005 and 2009. The two intersections with the highest number of crashes are: US 90 at Woodbine Road (97) and US 90 at Avalon Boulevard (82). Crash locations are illustrated in Figure 5-1.

A safety ratio analysis was performed for the corridor. To achieve this, the corridor was broken up into five segments. Using historic crash data, along with traffic count histories and general parameters provided by FDOT, safety ratios were calculated for the roadway section. A general guideline is that a safety ratio of greater than 1.0 are considered high crash locations. The following five-year average safety ratios were calculated for US 90:

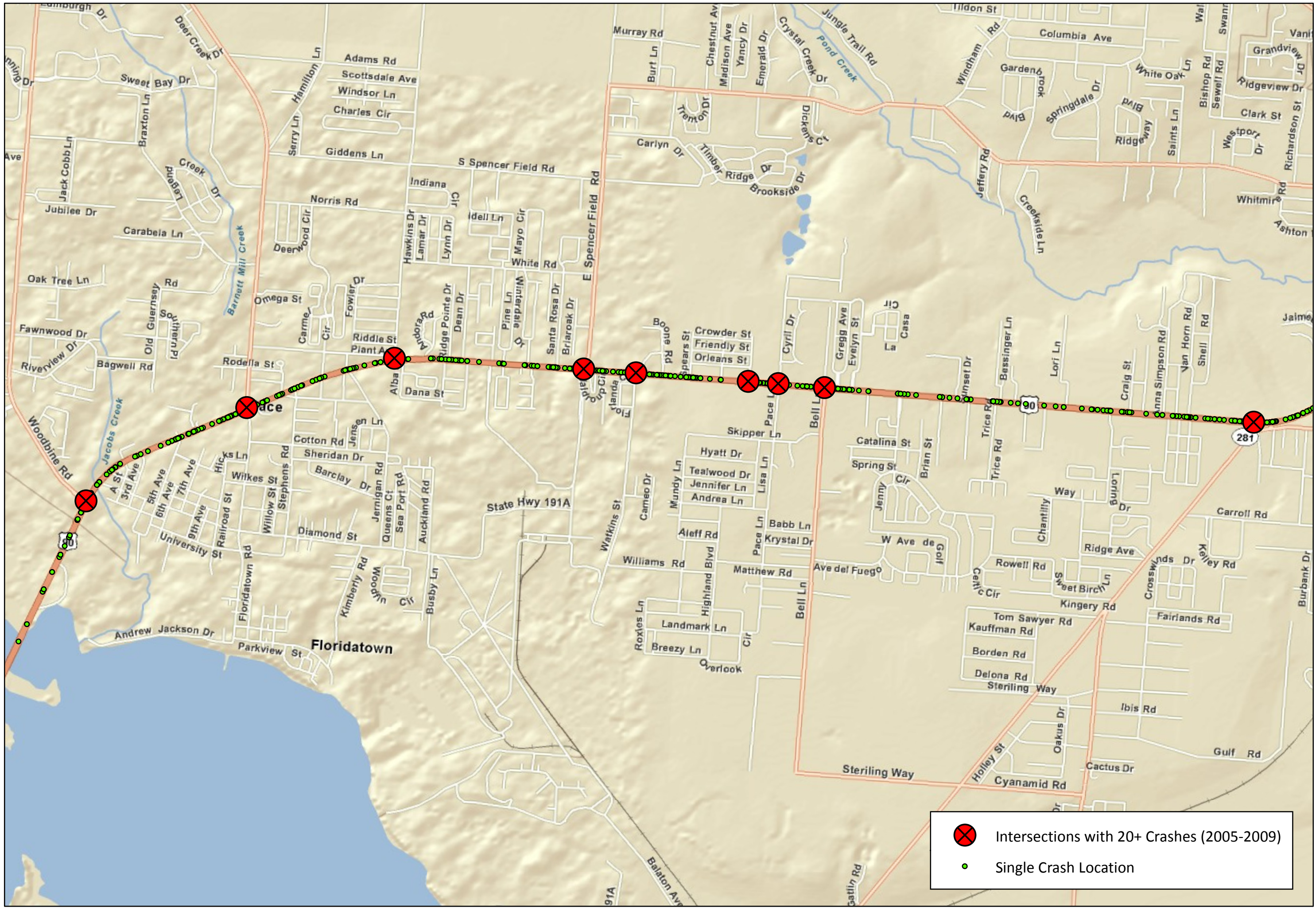
- Segment One (Escambia County Line to East Spencer Field Road) = 0.509
- Segment Two (East Spencer Field Road to Avalon Boulevard) = 0.776
- Segment Three (Avalon Boulevard to SR 87/Stewart Street) = 0.739
- Segment Four (SR 87/Stewart Street to Airport Road) = 0.350
- Segment Five (Airport Road to SR 87 South) = 0.533

As shown in the data, the segment from East Spencer Field Road to Avalon Boulevard experienced the highest number of crashes and the lowest safety ratio. However, the calculations show that no segments of US 90 have an abnormal rate of crashes and all are considered to be in the acceptable safety ratio range.

| Table 5-1 Summary of Accidents Occurring within 100' of a Study Intersection<br>January 1, 2005 - December 31, 2009 |                                 |   |   |
|---|---------------------------------|---|---|
| Intersection  | Total<br>Number of<br>Accidents | Number of<br>Accidents with<br>Injuries | Number of<br>Accidents with<br>Fatalities |
| US 90 at Woodbine Road  | 97                              | 38                                      | 0   |
| US 90 at Diamond Road   | 11                              | 6                                       | 0   |
| US 90 at Chumuckla Highway  | 47                              | 22                                      | 0   |
| US 90 at Pace Patriot Boulevard   | 9                               | 4                                       | 0   |
| US 90 at W Spencer Field Road   | 36                              | 20                                      | 0   |
| US 90 at E Spencer Field Road   | 56                              | 23                                      | 0   |
| US 90 at Watkins Street   | 31                              | 20                                      | 0   |
| US 90 at Spears Street  | 13                              | 9                                       | 0   |
| US 90 at Cardinal Street  | 33                              | 20                                      | 0   |
| US 90 at Keyser Lane  | 34                              | 17                                      | 0   |
| US 90 at Bell Lane  | 41                              | 23                                      | 0   |
| US 90 at Santa Villa Drive  | 9                               | 5                                       | 0   |
| US 90 at Anna Simpson Road  | 2                               | 1                                       | 0   |
| US 90 at Van Horn Road  | 7                               | 5                                       | 0   |
| US 90 at Avalon Boulevard   | 82                              | 22                                      | 0   |
| US 90 at Parkmore Plaza Drive   | 18                              | 16                                      | 0   |
| US 90 at Glover Lane  | 21                              | 14                                      | 0   |
| US 90 at Dogwood Drive  | 51                              | 37                                      | 0   |
| US 90 at Chavers Street   | 8                               | 3                                       | 0   |
| US 90 at Stewart Street   | 7                               | 5                                       | 0   |
| US 90 at Canal Street   | 12                              | 8                                       | 0   |
| US 90 at Elmira Street  | 4                               | 2                                       | 0   |
| US 90 at Willing Street   | 11                              | 6                                       | 0   |
| US 90 at Ward Basin Road  | 23                              | 16                                      | 0   |
| Total   | 663                             | 342                                     | 0   |



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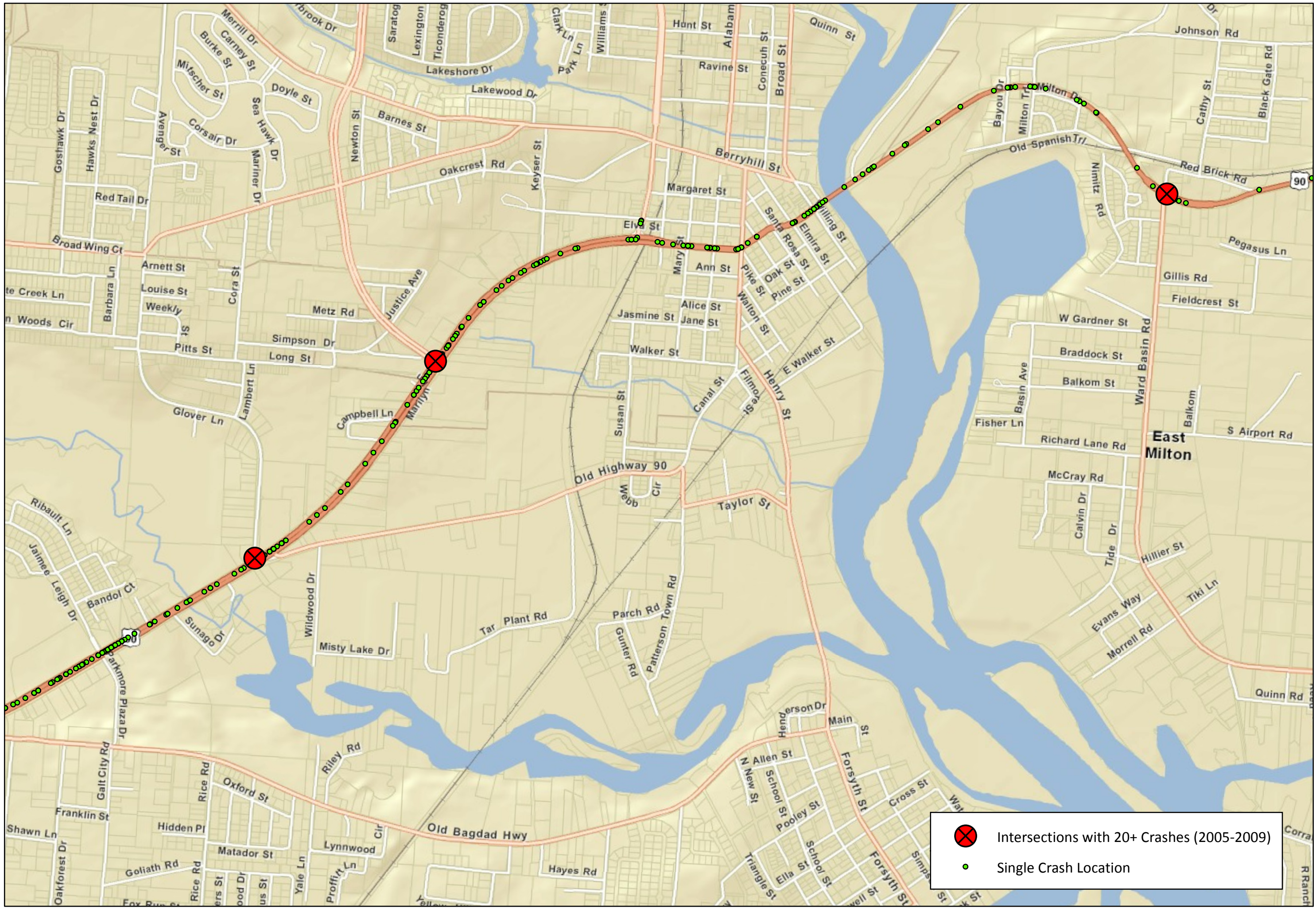
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Intersections with 20+ Crashes (2005-2009)




Single Crash Location

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Crash Locations

Figure 5-1

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Safety Ratio - US 90  
Escambia County Line to East Spencer Field Road

| Year              | ADT   | Crashes | Segment Length | M      | R     | K     | R/M   | 1/2M  | SQUARE ROOT(R/M) | C     | ACR   | SAFETY RATIO |
|-------------------|-------|---------|----------------|--------|-------|-------|-------|-------|------------------|-------|-------|--------------|
| 2005              | 38300 | 131     | 5.80           | 81.081 | 2.682 | 3.291 | 0.033 | 0.006 | 0.182            | 3.274 | 1.616 | 0.493        |
| 2006              | 40500 | 160     | 5.80           | 85.739 | 2.549 | 3.291 | 0.030 | 0.006 | 0.172            | 3.111 | 1.866 | 0.600        |
| 2007              | 36750 | 122     | 5.80           | 77.800 | 2.538 | 3.291 | 0.033 | 0.006 | 0.181            | 3.126 | 1.568 | 0.502        |
| 2008              | 32750 | 97      | 5.80           | 69.332 | 2.308 | 3.291 | 0.033 | 0.007 | 0.182            | 2.901 | 1.399 | 0.482        |
| 2009              | 33500 | 100     | 5.80           | 70.920 | 2.423 | 3.291 | 0.034 | 0.007 | 0.185            | 3.024 | 1.410 | 0.466        |
| Five-Year Average |       |         |                |        |       |       |       |       |                  |       |       | 0.509        |

|      |                     |   |       |
|------|---------------------|---|-------|
| 2005 | Actual Crash Rate   | = | 1.616 |
|      | Critical Crash Rate | = | 3.274 |
|      | Safety Ratio        | = | 0.493 |
| 2006 | Actual Crash Rate   | = | 1.866 |
|      | Critical Crash Rate | = | 3.111 |
|      | Safety Ratio        | = | 0.600 |
| 2007 | Actual Crash Rate   | = | 1.568 |
|      | Critical Crash Rate | = | 3.126 |
|      | Safety Ratio        | = | 0.502 |
| 2008 | Actual Crash Rate   | = | 1.399 |
|      | Critical Crash Rate | = | 2.901 |
|      | Safety Ratio        | = | 0.482 |
| 2009 | Actual Crash Rate   | = | 1.410 |
|      | Critical Crash Rate | = | 3.024 |
|      | Safety Ratio        | = | 0.466 |

Notes:  
M = Average Vehicle exposure for one year at spot (million vehicles)  
R = Average Crash Rate  
K = Constant  
C = Critical Crash Rate  
ACR = Actual Crash Rate





Safety Ratio - US 90  
East Spencer Field Road to Avalon Boulevard

| Year              | ADT   | Crashes | Segment Length | M      | R     | K     | R/M   | 1/2M  | SQUARE ROOT(R/M) | C     | ACR   | SAFETY RATIO |
|-------------------|-------|---------|----------------|--------|-------|-------|-------|-------|------------------|-------|-------|--------------|
| 2005              | 33500 | 89      | 3.50           | 42.796 | 2.682 | 3.291 | 0.063 | 0.012 | 0.250            | 3.494 | 2.080 | 0.595        |
| 2006              | 33500 | 118     | 3.50           | 42.796 | 2.549 | 3.291 | 0.060 | 0.012 | 0.244            | 3.340 | 2.757 | 0.825        |
| 2007              | 29000 | 99      | 3.50           | 37.048 | 2.538 | 3.291 | 0.069 | 0.013 | 0.262            | 3.386 | 2.672 | 0.789        |
| 2008              | 28000 | 83      | 3.50           | 35.770 | 2.308 | 3.291 | 0.065 | 0.014 | 0.254            | 3.130 | 2.320 | 0.741        |
| 2009              | 30500 | 117     | 3.50           | 38.964 | 2.423 | 3.291 | 0.062 | 0.013 | 0.249            | 3.231 | 3.003 | 0.929        |
| Five-Year Average |       |         |                |        |       |       |       |       |                  |       | 0.776 |              |

|      |                     |   |       |
|------|---------------------|---|-------|
| 2005 | Actual Crash Rate   | = | 2.080 |
|      | Critical Crash Rate | = | 3.494 |
|      | Safety Ratio        | = | 0.595 |
| 2006 | Actual Crash Rate   | = | 2.757 |
|      | Critical Crash Rate | = | 3.340 |
|      | Safety Ratio        | = | 0.825 |
| 2007 | Actual Crash Rate   | = | 2.672 |
|      | Critical Crash Rate | = | 3.386 |
|      | Safety Ratio        | = | 0.789 |
| 2008 | Actual Crash Rate   | = | 2.320 |
|      | Critical Crash Rate | = | 3.130 |
|      | Safety Ratio        | = | 0.741 |
| 2009 | Actual Crash Rate   |   |       |
|      | Actual Crash Rate   | = | 3.003 |
|      | Critical Crash Rate | = | 3.231 |
|      | Safety Ratio        | = | 0.929 |

Notes:  
M = Average Vehicle exposure for one year at spot (million vehicles)  
R = Average Crash Rate  
K = Constant  
C = Critical Crash Rate  
ACR = Actual Crash Rate





Safety Ratio - US 90  
Avalon Boulevard to SR 87 / Stewart Street

| Year | ADT   | Crashes | Segment Length | M      | R     | K     | R/M   | 1/2M  | SQUARE ROOT(R/M) | C     | ACR   | SAFETY RATIO |
|------|-------|---------|----------------|--------|-------|-------|-------|-------|------------------|-------|-------|--------------|
| 2005 | 34250 | 91      | 2.30           | 28.753 | 2.682 | 3.291 | 0.093 | 0.017 | 0.305            | 3.670 | 3.165 | 0.862        |
| 2006 | 34250 | 91      | 2.30           | 28.753 | 2.549 | 3.291 | 0.089 | 0.017 | 0.298            | 3.511 | 3.165 | 0.901        |
| 2007 | 33250 | 62      | 2.30           | 27.913 | 2.538 | 3.291 | 0.091 | 0.018 | 0.302            | 3.512 | 2.221 | 0.632        |
| 2008 | 29500 | 52      | 2.30           | 24.765 | 2.308 | 3.291 | 0.093 | 0.020 | 0.305            | 3.292 | 2.100 | 0.638        |
| 2009 | 31250 | 59      | 2.30           | 26.234 | 2.423 | 3.291 | 0.092 | 0.019 | 0.304            | 3.404 | 2.249 | 0.661        |

|                   |       |
|-------------------|-------|
| Five-Year Average | 0.739 |
|-------------------|-------|

|                     |   |  |       |
|---------------------|---|--|-------|
| 2005                |   |  |       |
| Actual Crash Rate   | = |  | 3.165 |
| Critical Crash Rate | = |  | 3.670 |
| Safety Ratio        | = |  | 0.862 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2006                |   |  |       |
| Actual Crash Rate   | = |  | 3.165 |
| Critical Crash Rate | = |  | 3.511 |
| Safety Ratio        | = |  | 0.901 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2007                |   |  |       |
| Actual Crash Rate   | = |  | 2.221 |
| Critical Crash Rate | = |  | 3.512 |
| Safety Ratio        | = |  | 0.632 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2008                |   |  |       |
| Actual Crash Rate   | = |  | 2.100 |
| Critical Crash Rate | = |  | 3.292 |
| Safety Ratio        | = |  | 0.638 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2009                |   |  |       |
| Actual Crash Rate   |   |  |       |
| Actual Crash Rate   | = |  | 2.249 |
| Critical Crash Rate | = |  | 3.404 |
| Safety Ratio        | = |  | 0.661 |

Notes:  
M = Average Vehicle exposure for one year at spot (million vehicles)  
R = Average Crash Rate  
K = Constant  
C = Critical Crash Rate  
ACR = Actual Crash Rate





Safety Ratio - US 90  
Airport Road to SR 87 South

| Year | ADT  | Crashes | Segment Length | M     | R     | K     | R/M   | 1/2M  | SQUARE ROOT(R/M) | C     | ACR   | SAFETY RATIO |
|------|------|---------|----------------|-------|-------|-------|-------|-------|------------------|-------|-------|--------------|
| 2005 | 8600 | 18      | 1.45           | 4.552 | 3.614 | 3.291 | 0.794 | 0.110 | 0.891            | 6.437 | 3.955 | 0.614        |
| 2006 | 7800 | 15      | 1.45           | 4.128 | 3.567 | 3.291 | 0.864 | 0.121 | 0.930            | 6.505 | 3.634 | 0.559        |
| 2007 | 7900 | 18      | 1.45           | 4.181 | 3.634 | 3.291 | 0.869 | 0.120 | 0.932            | 6.583 | 4.305 | 0.654        |
| 2008 | 8000 | 11      | 1.45           | 4.234 | 2.788 | 3.291 | 0.658 | 0.118 | 0.811            | 5.340 | 2.598 | 0.486        |
| 2009 | 8300 | 8       | 1.45           | 4.393 | 2.695 | 3.291 | 0.614 | 0.114 | 0.783            | 5.159 | 1.821 | 0.353        |

|                   |       |
|-------------------|-------|
| Five-Year Average | 0.533 |
|-------------------|-------|

|                     |   |  |       |
|---------------------|---|--|-------|
| 2005                |   |  |       |
| Actual Crash Rate   | = |  | 3.955 |
| Critical Crash Rate | = |  | 6.437 |
| Safety Ratio        | = |  | 0.614 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2006                |   |  |       |
| Actual Crash Rate   | = |  | 3.634 |
| Critical Crash Rate | = |  | 6.505 |
| Safety Ratio        | = |  | 0.559 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2007                |   |  |       |
| Actual Crash Rate   | = |  | 4.305 |
| Critical Crash Rate | = |  | 6.583 |
| Safety Ratio        | = |  | 0.654 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2008                |   |  |       |
| Actual Crash Rate   | = |  | 2.598 |
| Critical Crash Rate | = |  | 5.340 |
| Safety Ratio        | = |  | 0.486 |

|                     |   |  |       |
|---------------------|---|--|-------|
| 2009                |   |  |       |
| Actual Crash Rate   |   |  |       |
| Actual Crash Rate   | = |  | 1.821 |
| Critical Crash Rate | = |  | 5.159 |
| Safety Ratio        | = |  | 0.353 |

Notes:  
M = Average Vehicle exposure for one year at spot (million vehicles)  
R = Average Crash Rate  
K = Constant  
C = Critical Crash Rate  
ACR = Actual Crash Rate





## VI. ACCESS MANAGEMENT

### Overview

According to FDOT, access management is the careful planning of the location design and operation of driveways, median openings, interchanges, and street connections. The purpose of access management is to provide access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.

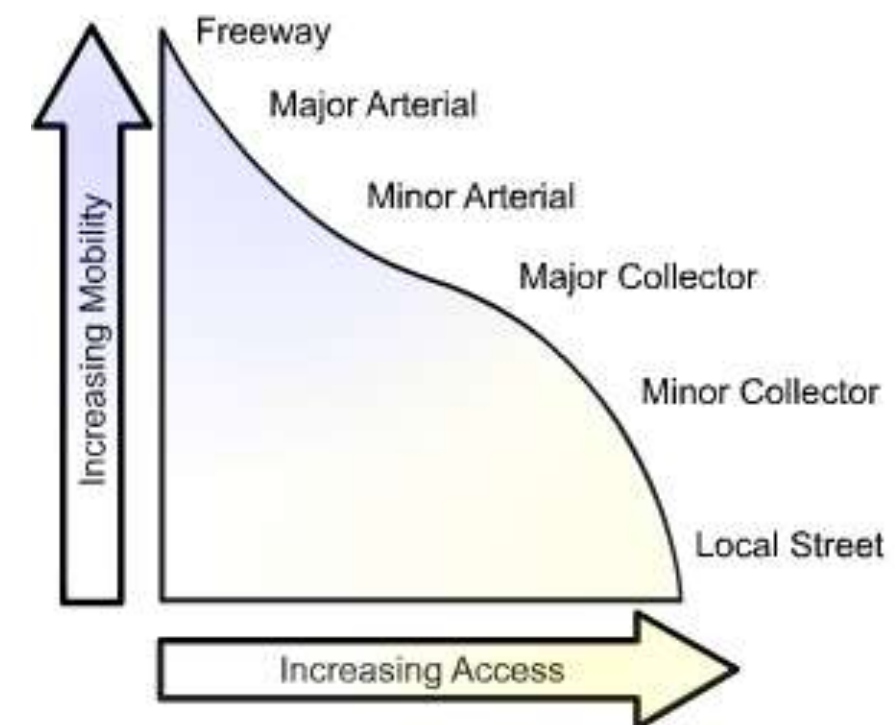
Access management functions by reducing conflict points associated with traffic turning into or leaving land developments. Conflict points are locations along a roadway where two vehicle's paths can legally cross. At a four way intersection there are as many as 36 conflict points. Crashes can potentially occur at each of these conflict points. By implementing access management techniques, the number of conflict points can be reduced, thus reducing the potential for crashes.

Without access management, the function of major roadway corridors can deteriorate rapidly. Poor access management can result in the following impacts:

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads

- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

Implementing good access management practices can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and potentially improve the appearance and quality of a corridor (Source: TRB Access Management Committee).

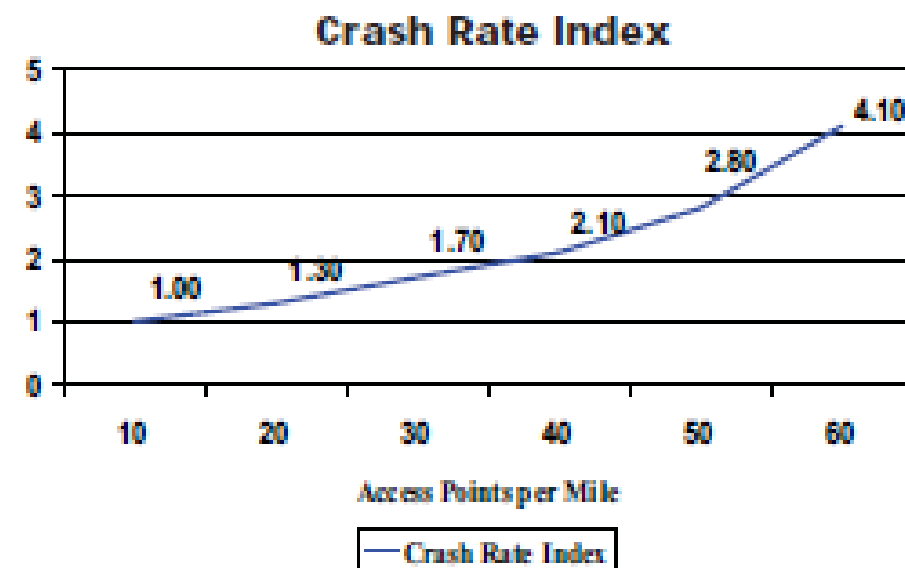




### Benefits of Access Management

Proper access management can preserve good traffic flow and minimize accidents on roadways at a relatively low cost. A well designed access management system can:

- Reduce accidents
- Maintain efficient movement
- Preserve public investment in transportation
- Reduce the need for more new roadways
- Protect the value of private and public investments
- Enhance the environment and economic vitality of surrounding communities

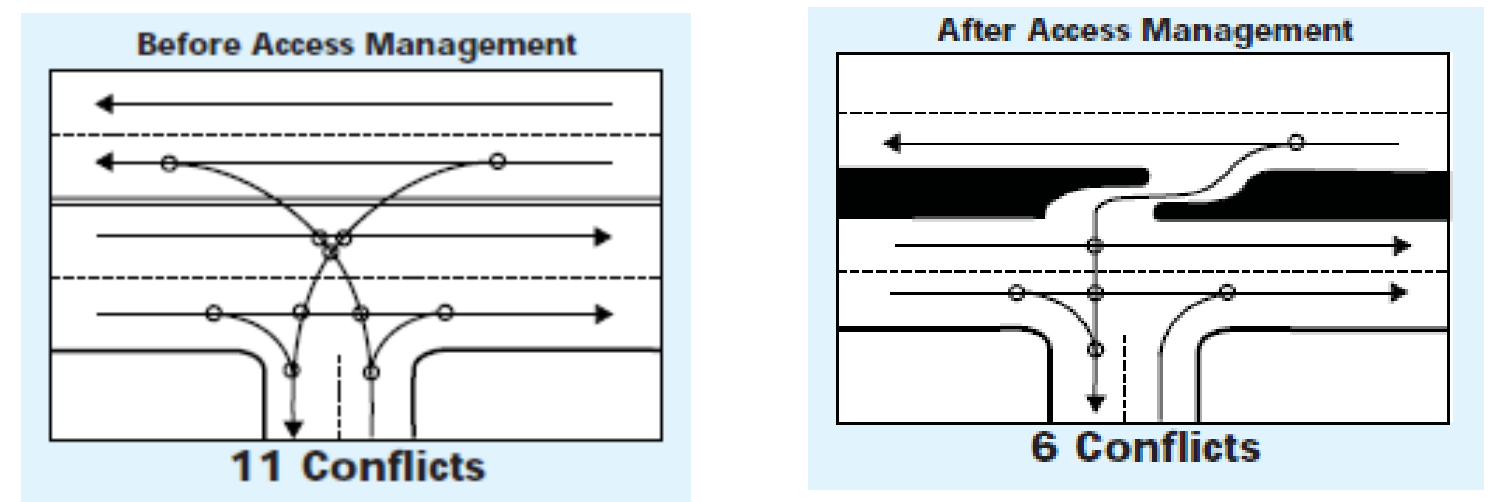


### Access Management Techniques

There are numerous ways to implement proper access management on a corridor. Some of these techniques include:

- Proper traffic signal spacing
- Proper unsignalized access spacing
- Corner clearances (minimum distances required between intersection and driveways)
- Median alternatives
- Left-turn lane treatments
- U-turn alternatives
- Driveway consolidation

Implementation of these various techniques can help limit the number of conflict points at driveway locations, separate conflict areas, reduce the interference of turning traffic with through traffic and provide adequate circulation and storage for traffic on properties (Sources: FDOT and NCHRP 420). For example, directional medians greatly reduce conflict points when compared to fully open medians by limiting the number of allowed turning movements.





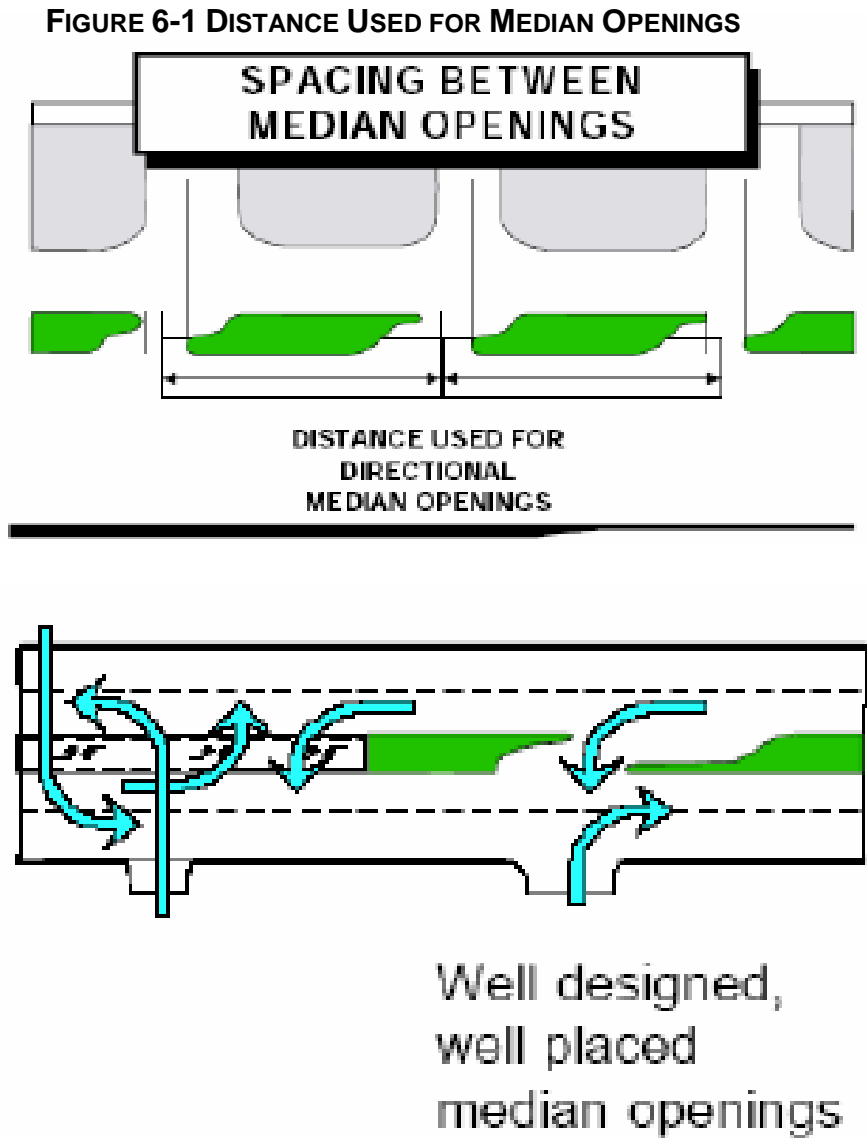
Florida Administrative Code Spacing Standards

Spacing standards are established by the Florida Administrative Code (FAC) Chapter 14 and are shown below in Table 6-1. These classifications contain separation standards for access features.

Table 6-1 Access Management Standards in FAC Rule Chapter 14-97.003

| Class | Medians                     | Median Openings                           |             | Signal                                    | Connection                    |                              |
|-------|-----------------------------|---|-------------|---|-------------------------------|------------------------------|
|       |                             | Full                                      | Directional |   | More than 45 MPH Posted Speed | 45 MPH and less Posted Speed |
| 2     | Restrictive w/Service Roads | 2,640                                     | 1,320       | 2,640                                     | 1,320                         | 660                          |
| 3     | Restrictive                 | 2,640                                     | 1,320       | 2,640                                     | 660                           | 440                          |
| 4     | Non-Restrictive             |   |             | 2,640                                     | 660                           | 440                          |
| 5     | Restrictive                 | 2,640 at greater than 45 MPH Posted Speed | 660         | 2,640 at greater than 45 MPH Posted Speed | 440                           | 245                          |
|       |                             | 1,320 at 45 MPH or less Posted Speed      |             | 1,320 at 45 MPH or less Posted Speed      |                               |                              |
| 6     | Non-Restrictive             |   |             | 1,320                                     | 440                           | 245                          |
| 7     | Both Median Types           | 660                                       | 330         | 1,320                                     | 125                           | 125                          |

Median and median openings are regulated through the requirement for a restrictive median in certain classes. For those classes, spacings between median openings are regulated (See Figure 6-1). FIGURE X illustrates how these are measured (Source: FDOT Median Handbook).





US 90 / SR 10 Corridor Access Overview

The US 90 / SR 10 Corridor has segments within Access Management Class 3, 4, 5, and 6, as shown in Table 6-2.

Table 6-2 US 90 Corridor Access Management Classifications

| US 90 / SR 10 Segment                          | Access Management Class |
|--|-------------------------|
| Eastern end of Escambia River Bridge to CR 197 | Class 3                 |
| CR 197 to W. Spencer Field Rd                  | Class 6                 |
| W. Spencer Field Rd to Riverwalk St.           | Class 5                 |
| Riverwalk St. to CR 89 / Ward Basin Rd.        | Class 6                 |
| CR 89 / Ward Basin Rd. to SR 87 S              | Class 4                 |

Overall, US 90 / SR 10 Corridor has many areas that do not meet the access management classification standards established in the FAC generally because of either the close distance between connections or median openings. However, great strides have been made to improve access management along the US 90 / SR 10 Corridor. In 2001, the US 90 Corridor Management Report completed by the Florida-Alabama TPO included a number of access management modification recommendations. Specifically, a number of low-cost modifications were recommended in the 2001 report, and many of these recommendations were completed.

This Corridor Management Plan follows up on the 2001 report by examining what access management issues still remain and making modification recommendations that will improve access management along the US 90 study corridor. Several access management issues were found to be prevalent along the US 90 / SR 10 roadway segment, including:

- Large driveway width- lack of clearly defined driveways causes unclear enter / exit points.
- Median issues – areas where medians are non-restrictive or do not align with driveways.
- Lack of sharing of access between businesses or residences.
- Multiple access points per destination- certain areas in the corridor offer multiple driveways.
- Driveway access provided adjacent to intersections, with no meaningful separation.





### Access Management Implementation on the US 90 / SR 10 Corridor

To remedy the access management issues outlined above, available options include, where appropriate:

- Modification of medians
- Reduction of wide driveway width
- Driveway consolidation / elimination of multiple access points
- Sharing access between multiple properties.

As parcels of land develop / redevelop, access management modifications should be encouraged and monitored through the building permit / site plan approval process.

Many median modifications have occurred as a result of the 2001 Corridor Management Report. Table 6-1 shows what modifications were recommended in the 2001 report and what action has been taken as a result of the 2001 recommendations. Additionally, the table has recommendations for additional median modifications that are needed.

Figures 6-3 through 6-19 show illustrations of recommended changes at specific locations along the corridor with identified access management issues. These illustrations are an example of modifications that can be made to address the access management issues found along US 90, and the suggested modifications can be applied to other areas along the corridor as well. It should be noted that the engineering design process may yield additional recommended access management changes.





FIGURE 6.2 US 90 / SR 10 & 3<sup>RD</sup> AVENUE INTERSECTION





FIGURE 6.3 US 90 / SR 10 & 5TH AVENUE INTERSECTION





FIGURE 6.4 US 90 / SR 10 WEST OF FLORIDATOWN ROAD / CHUMUCKLA HWY





FIGURE 6.5 US 90 / SR 10 & FLORIDATOWN ROAD / CHUMUCKLA HWY INTERSECTION





FIGURE 6.6 US 90 / SR 10 & STEPHENS RD. INTERSECTION





FIGURE 6.7 US 90 / SR 10 & SPORTS RD. INTERSECTION





FIGURE 6.8 US 90 / SR 10 & SANFORD STREET

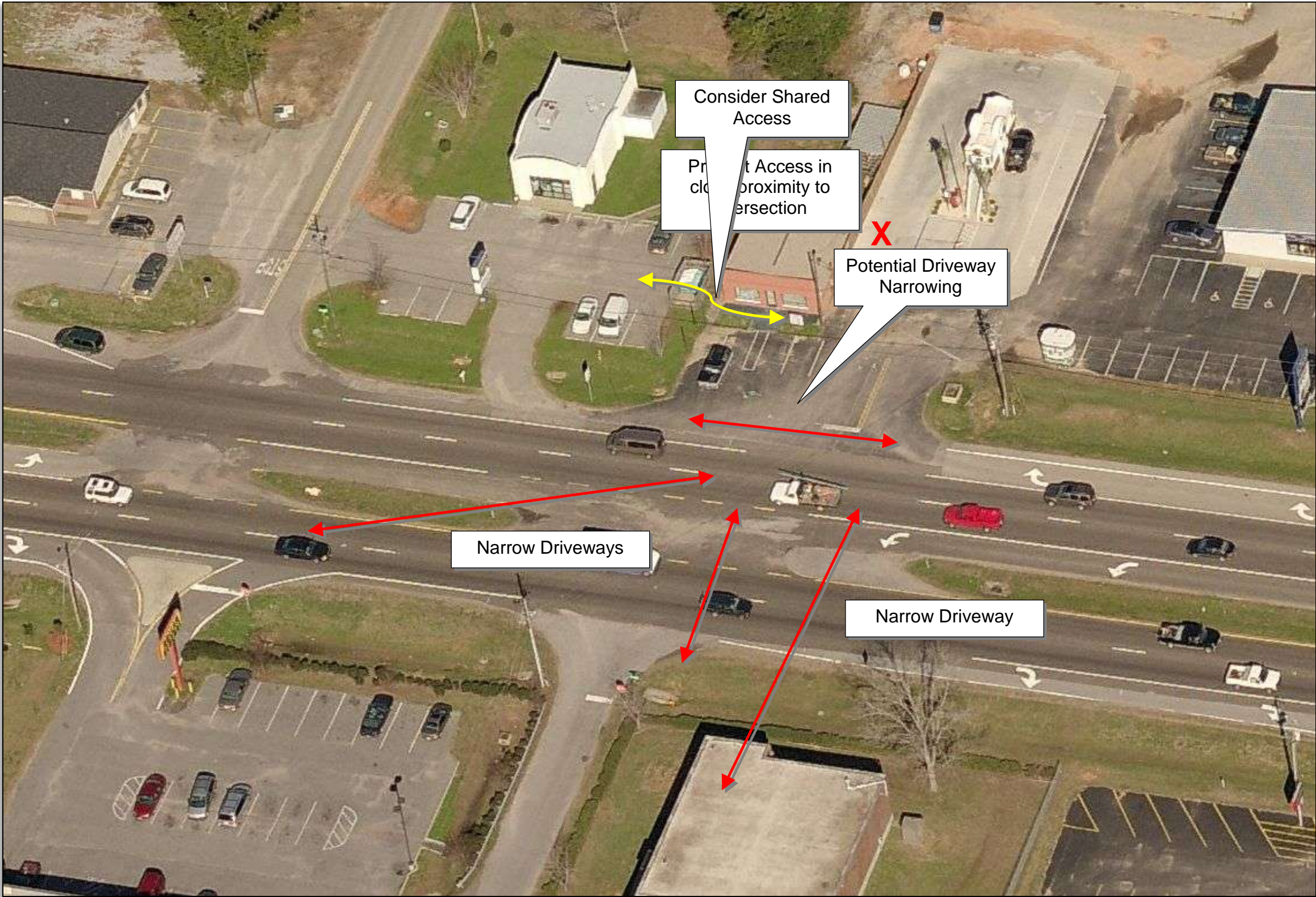




FIGURE 6.9 US 90 / SR 10 & TRAILER TRAIL / HILLTOP AVENUE





FIGURE 6.10 US 90 / SR 10 & SANTA ROSA DRIVE





FIGURE 6.11 US 90 / SR 10 & DAVENPORT LANE





FIGURE 6.12 US 90 / SR 10 & SPEARS STREET

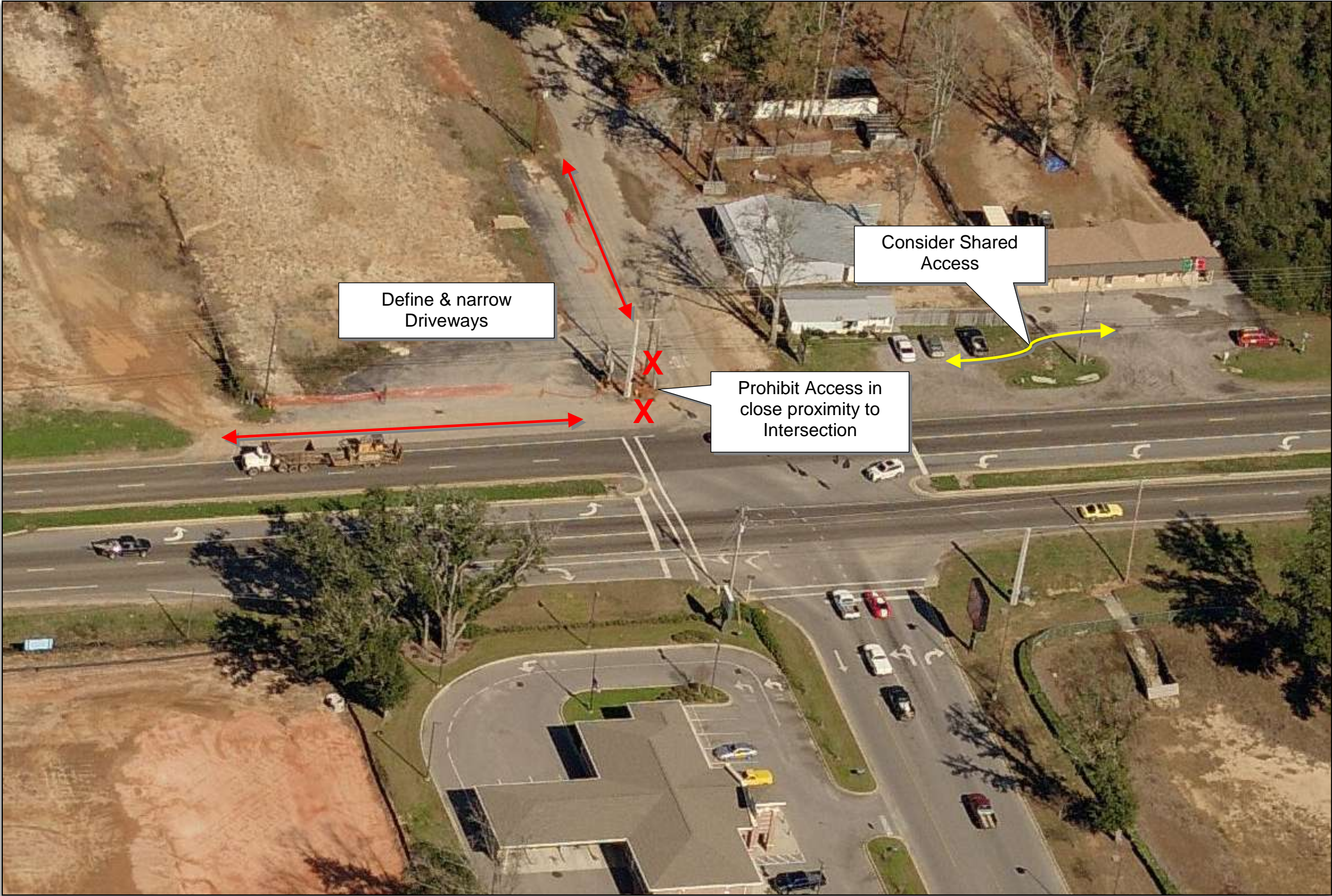




FIGURE 6.13 US 90 / SR 10, KEYSER LANE, & BELL LANE / SCHOOL LANE





FIGURE 6.14 US 90 / SR 10 & PEADEN ROAD





FIGURE 6.15 US 90 / SR 10 & GAINER AVENUE





FIGURE 6.16 US 90 / SR 10 AND AVALON BOULEVARD





FIGURE 6.17 US 90 / SR 10 NORTH OF OLD US 90

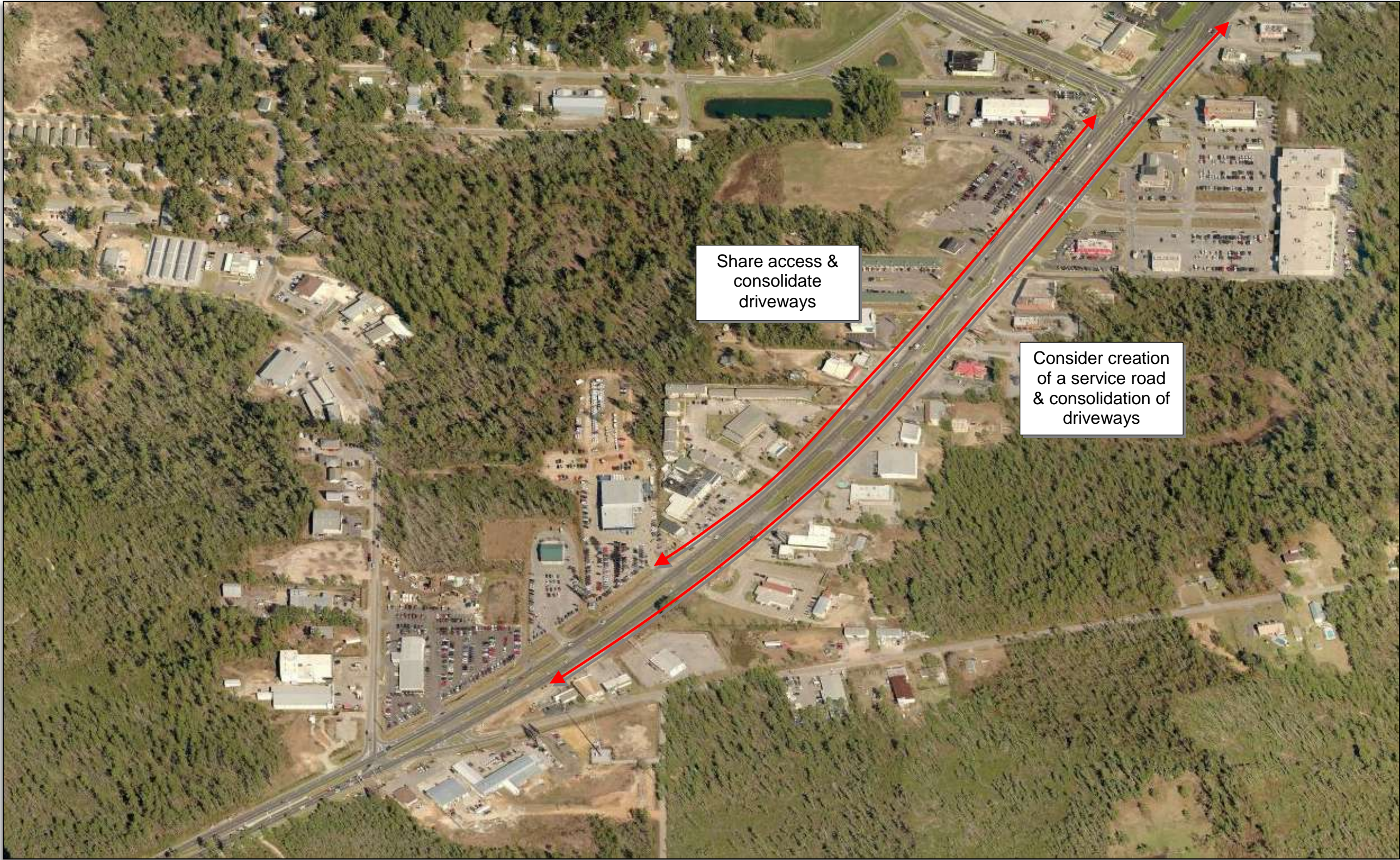




FIGURE 6.18 US 90 / SR 10 & CHAVRES STREET



Table 6-3 Median Modification Recommendations



| Median Opening ID | Location                   | Issues  | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations  |
|-------------------|----------------------------|---|---|---|--|
| 1                 | 2,800' E of Bridge         | High speed segment of roadway with limited adjacent development.<br><br>Only serves U-turns, no deceleration lanes are provided.                  | Close the median opening.   | Median opening has been closed.   | None.  |
| 2                 | 2,710' E of #1             | High speed segment of roadway with limited adjacent development.<br><br>Only serves U-turns, no deceleration lanes are provided.                  | Convert to a bi-directional median opening.<br><br>Add EB and WB left turn lanes.   | Bi-directional median opening with WB / EB left turn lanes is in place.   | None.  |
| 3                 | 1,590' E. of #2            | High speed segment of roadway with limited adjacent development.<br><br>Only serves U-turns, no deceleration lanes are provided.                  | Close the median opening.   | Median opening has been closed.   | None.  |
| 4                 | 2,200' E of #3             | High speed segment of roadway with limited adjacent development.<br><br>Serves U-turns and Jim's Fish Camp, no deceleration lanes are provided.   | Convert to an EB directional median opening.<br><br>Add an EB left turn lane.   | EB directional median opening with EB left turn lane.   | Left turns out of fish camp are being made, as evidenced by tire tracks in the grass median. Recommend expanding EB directional median to full median opening to allow for WB turns. |
| 5                 | 1,460' E of #4             | High speed segment of roadway with limited adjacent development.<br><br>Serves U-turns and County Park, no deceleration lanes are provided.       | Convert to a directional median opening that allows SB left turns out of the Park.<br><br>Add a NO U-TURNS sign for WB traffic. | Directional opening allowing left turns and a No U-turn sign installed.   | None.  |
| 6                 | 1,610' E. of #5            | High speed segment of roadway with limited adjacent development.<br><br>Serves U-turns and private residence, no deceleration lanes are provided. | Close the median opening.   | Median remains open; WB deceleration lane has been added. Median has been modified to decrease conflict points. | None.  |
| 7                 | 1,770' W. of Woodbine Road | High speed segment of roadway with limited adjacent development.<br><br>Only serves U-turns, no deceleration lanes are provided.                  | Convert to a bi-directional median opening.<br><br>Add EB and WB left turn lanes.   | Bi-directional median opening with WB / EB left turn lanes is in place.   | None.  |



US 90 CORRIDOR MANAGEMENT PLAN UPDATE

| Median Opening ID | Location                    | Issues   | 2001 CMR Recommended Modifications   | 2011 Status  | 2011 Comments and Recommendations  |
|-------------------|-----------------------------|--|--|--|--|
| 8                 | CR 197A / Woodbine Road     | <p>Signalized intersection.</p> <p>Park and Ride Lot connects to the existing WB right turn lane and also to Woodbine Rd., near the intersection- potential for vehicle conflicts at the intersection.</p> <p>WB right turn lane is inadequate.</p> <p>During the a.m. peak hour, a significant queue was observed on the N. approach.</p> <p>No WB left turn lane is provided for U-turning vehicles.</p> | <p>Maintain full median opening.</p> <p>Close the unpaved connection from the Park and Ride Lot to Woodbine Rd. and close the unpaved connection to US 90 nearest the intersection.</p> <p>Evaluate the utilization of the Park and Ride Lot in order to determine the potential for relocating the lot and then extending the WB right turn lane.</p> <p>Conduct an operational analysis to determine if signal timing could be improved. Also, conduct a long-term needs study to determine ultimate geometric needs.</p> <p>Add a NO U-TURNS sign for WB traffic.</p> | <p>Median opening maintained.</p> <p>Unpaved connection to US 90 closed; Unpaved connection to Woodbine Rd. still exists.</p> <p>Lot has not be relocated nor has the WB right turn lane been extended.</p> <p>Intersection has been improved by dual left turns onto Woodbine.</p> <p>No NO U-TURN sign has been added.</p> | <p>Close unpaved connection to Woodine.</p> <p>Current configuration is acceptable.</p> <p>Current configuration is acceptable; examine signal timing if needed.</p> <p>Add NO U-TURN sign for WB Traffic.</p> |
| 9                 | Diamond Street              | <p>Serves a large residential population S. of US 90.</p> <p>No EB left turn lane is provided for U-Turns.</p> <p>WB left turn lane may be too short.</p>  | <p>Maintain full median opening.</p> <p>Add an EB left turn lane.</p> <p>Extend the WB left turn lane.</p>   | <p>Full median opening maintained.</p> <p>No EB left turn lane added.</p> <p>WB turn lane not extended.</p>  | <p>None.</p> <p>Add EB left turn lane.</p>   |
| 10                | 50' E of Empire St.         | <p>In close proximity to the median openings at Diamond St. (#9) and at #11.</p> <p>No deceleration lanes are provided.</p>  | <p>Close the median opening.</p>   | <p>Median has not been closed.</p>   | <p>Close the median opening.</p>   |
| 11                | 1,210' E of Diamond Street  | <p>In close proximity to the median openings at #10 and at #12.</p> <p>Al's Pawn and Rifle Shop driveway not aligned properly with the median opening.</p> <p>No deceleration lanes are provided.</p>  | <p>Convert to bi-directional median opening.</p> <p>Add EB and WB left turn lanes.</p>   | <p>Median is bi-directional.</p> <p>Turn lanes have not been added.</p>  | <p>Add EB and WB left turn lanes.</p>  |
| 12                | 1,680' E of Diamond Street. | <p>In close proximity to the median opening at #11 and at Fifth Ave. (#13)</p> <p>Driveways to the N. and S. are not properly aligned with the median opening.</p>   | <p>Close the median opening.</p> <p>Narrow the Pace Pawn &amp; Gun Shop driveway to create a more defined connection.</p>  | <p>Median has not been closed, and driveway connection has not been narrowed. WB turn lane has been added.</p>   | <p>Narrow Driveway connection and add turn lanes.</p>  |
| 13                | Fifth Ave.                  | <p>No EB left turn lane or right turn lane are provided.</p> <p>The WB right turn lane may not be long enough.</p> <p>The Pace Feed &amp; Seed (S.W. corner) driveway is very wide and located too near the intersection. El Mariachi (S.E. corner) is also located too close to the intersection. Both have access to Fifth Ave.</p> <p>Vacant land adjacent to connection to the N.</p>                  | <p>Maintain full median opening.</p> <p>Add an EB left turn lane and an EB right turn lane.</p> <p>Extend the WB left turn lane.</p> <p>Close the connections to US 90 from both Pace Feed and Seed and the El Mariachi restaurant.</p> <p>Provide a cross access connection N. of US 90 between Credit Union and future development to the E.</p>   | <p>Median opening maintained.</p> <p>EB left turn has been added.</p> <p>WB left turn lane not extended.</p> <p>Connections are closed.</p> <p>No cross access connection.</p>   | <p>Add EB right turn lane.</p> <p>None.</p> <p>Consider shared driveways for these businesses.</p>   |



US 90 CORRIDOR MANAGEMENT PLAN UPDATE

| Median Opening ID | Location                              | Issues   | 2001 CMR Recommended Modifications   | 2011 Status  | 2011 Comments and Recommendations   |
|-------------------|---------------------------------------|--|--|--|---|
| 14                | 740' E. of Bridgewater Drive          | In close proximity to the signalized intersection at Chumuckla Highway.<br><br>Closed Taco Bell has two connections to US 90.<br><br>Median is narrow and EB to WB U-turn movements are difficult to maneuver without running onto shoulder on the N. side of the road.  | Convert to an EB directional median opening that is aligned with the E. Penny Pantry driveway to the N.<br><br>Close the W. connection to US 90 from the closed Taco Bell.<br><br>Add an EB left turn lane.<br><br>Add a WB right turn lane into Pace Professional Park (located about 300' E. of #14).  | Median not converted.<br><br>Connection has not been closed; Building appears to be in use.<br><br>Turn lane has not been added.<br><br>Turn lane has not been added.  | Narrow driveway s.<br><br>None.<br><br>None.<br><br>Add turn lane.  |
| 15                | CR 197 / Chumuckla Hwy.               | Crosswalks are present on all 4 approaches but pedestrian signal features are not provided.<br>The crosswalk on the E. leads into the Texaco driveway on the N.<br>Trucks have been observed to frequently run over the curb in the N.E. corner due to small turning radius.   | Provide pedestrian signal features at the intersection.<br><br>Reconfigure the N.E. corner to provide a greater turning radius and to provide an island for pedestrians.   | Corner has not been reconfigured.  | Provide pedestrian signal features at the intersection.<br><br>Reconfigure N.E. corner to define driveways.   |
|                   | CR 197/ Chumuckla Hwy to Jernigan Rd. | Continuous Painted Median- Two -Way Left Turn Lane.<br><br>There are a number of superfluous, closely-spaced driveway connections.<br><br>Raised median section begins E. of Jernigan Rd. but allows SB left turn movements from the Burger King, which is intended to be a right in / out only driveway.<br><br>WB. Left turn lane is not provided.<br><br>Jernigan Rd. not aligned with Fowler Rd. to the N. | Evaluate the potential for installing a raised median, which is recommended by FDOT District 3 Traffic Operations and Santa Rosa County Planning Staff (this modification is beyond the scope of this study, which is to identify minor, short-term improvements).<br><br>Close 2 driveway connections W. of Pace Assembly of God, 3 driveway connections E. of Major St., the center Pic-N-Save driveway, and the W. driveway to Doug's Auto Parts.<br><br>Extend the raised median W. to the intersection.<br><br>Add a WB left turn lane.<br><br>Realign Jernigan Rd. | Continuous Two-Way Left Turn lane still in place.<br><br>With the exception of one driveway west of Pace Assembly of God, these driveways are still open & not narrowed or closed.<br><br>Raised median has not been extended.<br><br>Intersection allows two-way left turn movements.<br><br>Jernigan Road continues north to align with S. Dixon Road. | Install a raised median for this roadway segment.<br><br>Define and narrow driveway connections.<br><br>Median currently allows two-way left turns. Modify to allow only WB left turns onto Jernigan Rd.<br><br>Modify to allow only WB left turns onto Jernigan Rd.<br><br>None. |
| 16                | CR 197B / W. Spencer Field Rd.        | Signalized intersection.<br>No WB left turn lane is provided.<br>No EB left turn lane is provided.<br>The EB left turn lane may not be long enough.  | Maintain full median opening.<br>Add WB left turn lane.<br>Add an EB right turn lane.<br>Extend the EB left turn lane.   | Full median opening maintained.<br>WB left turn lane provided.<br>EB right turn lane provided.<br>EB left turn lane has been extended.   | None.   |
| 17                | Alba St. / Winn Dixie Plaza           | In very close proximity to the signalized intersection at W. Spencer Field Rd. (#16)<br><br>Alba St. (#17) and Vicksburg Dr. (#20) provide the only access to the Wellington Heights and Vicksburg Estates subdivisions.   | Close the median opening and relocate, as #17A, to the E. Winn Dixie entrance as a directional median opening that allows only EB and WB left turns.<br><br>Evaluate the potential for providing a roadway connection from Alba St. west to Jernigan Rd.   | Median opening has been closed.  | None.   |



| Median Opening ID | Location   | Issues  | 2001 CMR Recommended Modifications  | 2011 Status  | 2011 Comments and Recommendations  |
|-------------------|--|---|---|--|--|
| 17A               | E. Winn Dixie Plaza  | <i>(Recommended New Median Opening)</i>   | Add new directional median opening that aligns EB left-turn with Winn Dixie entrance and WB left-turn with Oak Plaza.<br><br>Add a WB left turn lane.                                   | Median not opened; however, EB and WB turn lanes present.  | Add a WB left turn lane.   |
| 18                | 580' E. of Alba St.  | In very close proximity to the median openings at Alba St. (#17) and at #19.<br><br>Due to a change in grade, the sight distance for EB and SB left turns is limited- creating a hazardous situation.           | Close the median opening.   | Median not closed.   | Close the median opening.  |
| 19                | 160' W of Vicksburg Dr.  | In very close proximity to the median openings at #18 and at Vicksburg Dr. (#20)  | Close the median opening.   | Median not closed.   | Close the median opening.  |
| 20                | Vicksburg Dr.  | In very close proximity to the median openings at #19 and at Dean Dr. (#21)<br><br>No deceleration lanes are provided.  | Maintain full median opening.<br><br>Add EB and WB left turn lanes and an EB right turn lane.   | Full median opening maintained.<br><br>EB right turn lane and WB left turn lane provided.                                | Modify median to have WB left turn lane at Vicksburg Drive and EB left turn lane at Country Village Apt. |
| 21                | Dean Dr.   | In very close proximity to the median openings at Vicksburg Dr. (#20) and at Sanford St. (#22).<br><br>Dollar General, to the S., allows only right turn in-out access.   | Convert to an EB directional median opening.  | EB left turn lane added to median opening.   | None.  |
| 22                | Sanford St.  | In very close proximity to the median opening at Dean Dr. (#21).  | Close the median opening.   | Median opening not closed.   | Close the median opening.  |
| 23                | Trailer Tr.  | Traffic counts indicate very little traffic at this intersection.   | Close the median opening.   | Median opening not closed.   | Create EB directional median opening.  |
|                   | N.side and S.side Driveway connections 75'-100' W of Trailer Trail | Driveways are in close proximity to Hilltop Ave / San St.   | Close the driveway connections.   | Connections not closed.  | None.  |
| 24                | San St.  | In very close proximity to median opening at Trailer Tr. (#23).<br><br>No deceleration lanes are provided.<br><br>Businesses in NW and SW corners have driveway access to both US 90 and San St. / Hilltop Ave. | Maintain full median opening.<br><br>Add EB and WB left turn lanes and right turn lanes.<br><br>Close driveway connections to US 90 at businesses in NW and SW corners of intersection. | Median opening has been maintained.<br><br>Turn lanes have been added.<br><br>Driveway connections have not been closed. | None.  |



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| Median Opening ID | Location                       | Issues   | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations  |
|-------------------|--------------------------------|--|---|---|--|
| 24A               | Summerdale Subdivision         | <i>(Recommended New Median Opening)</i><br><br>N. of US 90, two outparcel properties have been sold E. of the Summerdale subdivision access.   | Add a new EB directional median opening at the Summerdale subdivision.<br>Add an EB left turn lane.<br>Provide for future cross-access connections from the Summerdale main entrance, at #24A, to the outparcel properties to the E.                | Median opening present at Idlewood Drive.<br>EB left turn lane present.<br>Much out-parcel access is via Summerdale Dr. Cross access for US 90 businesses not provided. | Create EB directional median opening.  |
| 25                | Idlewood Drive                 | In close proximity to the median openings at Hilltop Ave. (#24) and at Santa Rosa Dr. (#26).<br><br>WB left turn lane may not be long enough.  | Convert to a WB directional median opening.<br><br>Extend the WB left turn lane.  | Full median opening maintained.   | Create WB directional median opening.  |
| 26                | Santa Rosa Dr.                 | In close proximity to the median openings at Idlewood Dr. (#25) and the signalized intersections at E. Spencer Field Rd. (#27)<br>No EB left turn lane is provided.<br>Driveway for the Santa Rosa Restaurant in the N.E. corner is very wide and undefined. | Convert to an EB directional median opening.<br><br>Add an EB left turn lane.<br>Narrow the driveway to the Santa Rosa Restaurant in the N.E. corner to create a more defined connection.   | Driveway not narrow.  | Convert to an EB directional median opening.<br><br>Narrow the driveway connection to US 90. |
| 27                | E. Spencer Field Road          | Raised median on the W. side does not extend all of the way to the intersection.<br><br>Tom Thumb driveway in the N.E. corner is very wide and undefined.  | Extend the raised median E to the intersection.<br>Narrow the driveway to the Tom Thumb in the N.E. corner to create a more defined connection to US 90.<br>Create a cross access connection between Regions Bank and Tom Thumb in the N.E. corner. | Raised median extended.<br>Driveway has been narrowed.<br>No cross access has been created.   | Consider future cross access.  |
| 28                | 700' E of E. Spencer Field Rd. | In close proximity to the signalized intersection at E. Spencer Field Rd. (#27) and the median opening at Watkins St. (#29).<br><br>The commercial property to the N. has a wide driveway opening.   | Close the median opening.<br><br>Narrow the driveway for the commercial property on the N. to create a single, defined connection to US 90.   | Median opening has been maintained.<br>Driveways for commercial properties to the north have not been narrowed.   | Close the median opening.<br><br>Narrow driveways for commercial properties to the north.    |
| 29                | Watkins St.                    | In close proximity to the median openings at #28 and at Jerry Dr. (#30).<br><br>EB left turn lane is not provided.   | Maintain full median opening.<br><br>Add an EB left turn lane.  | Median opening has been maintained.<br>EB left turn lane has been added.  | None.  |
| 30                | Jerry Drive                    | In very close proximity to the median openings at Watkins St. (#29) and at Boone Rd. (#31).  | Close the median opening.   | Median opening has been closed.   | None.  |
| 31                | Boone Rd.                      | In close proximity to the median openings at Jerry Dr. (#30) and at (#32).<br>Very small median opening- potential vehicle conflicts.<br>No deceleration lanes are provided.   | Convert to a bi-directional median opening.<br><br>Add EB and WB left turn lanes.   | Bi-directional median opening with EB left turn lanes is in place.  | None.  |



| Median Opening ID | Location                                 | Issues   | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations                           |
|-------------------|--|--|---|---|---|
| 32                | 600' E. of Boone Rd.                     | In close proximity to the median openings at Boone Rd. (#31) and at Spears St. (#33).<br><br>Private driveway to the north is not properly aligned with the opening. | Close the median opening.   | Median opening has been closed.   | None.   |
| 33                | Spears St.                               | Future traffic signal to be installed at this location, to serve a planned Home Depot located S. of US 90.<br><br>No deceleration lanes are provided.                | Maintain full median opening.<br><br>Add EB and WB left turn lanes and right turn lanes.  | Full median opening maintained.<br><br>WB and EB left turn lanes have been added. | None.   |
| 34                | Spencer St. (Roadway now Shadow Oak Dr.) | Planned commercial development located S. of US 90.<br><br>No deceleration lanes are provided.   | Convert to a bi-directional median opening.<br><br>Add EB and WB left turn lanes and right turn lanes.  | Bi-directional median opening.<br><br>WB and EB left turn lanes have been added.  | None.   |
| 35                | 250' E. of Spencer Street                | In very close proximity to the median opening at Spencer St. (#35) at the signalized intersection at Cardinal St. (#36).<br><br>No deceleration lanes are provided.  | Close the median opening.   | Median opening has been closed.   | None.   |
| 36                | Cardinal St. / Wal-Mart Supercenter      | Adjacent property to the W. of the Wal-Mart is currently being developed.  | Provide for future cross-access connections from Wal-Mart to the property to the W.   | Cross access is provided.   | None.   |
| 37                | Wal-Mart second entrance                 | Configuration of directional median allows WB U-turns & NB left turns which are intended to be restricted movements.   | Close median opening.<br><br>Evaluate opportunities for providing a cross access connection from Cardinal St. through the Santa Rosa Primary Care Center to the new offic development that is currently served by the directional median opening. | Median opening modified to include WB left turn lane.                             | Close median opening.                                       |
| 38                | Keyser Ln. / Pace Ln.                    | In close proximity to signalized intersection at Cardinal St. and the median opening at #39.<br><br>Amoco W. driveway is too close to the intersection at Keyser Ln. | Maintain full median opening.<br><br>Close the W. Amoco driveway and improve the connection from the Amoco to Keyser Ln.  | Full median opening maintained.<br><br>Amoco station no longer there.             | Add right turn lane.  |
| 39                | 580' E. of Keyser Ln.                    | In close proximity to the median openings at Pace Ln. (#38) and at (#40).<br><br>No deceleration lanes are provided.   | Convert to a bi-directional median opening.<br><br>Add EB and WB left turn lanes.   | Full median opening maintained.<br><br>No turn lanes added.                       | Median is 60' from turn lanes for Pace Ln.<br>Close median. |



| Median Opening ID | Location                  | Issues   | 2001 CMR Recommended Modifications  | 2011 Status  | 2011 Comments and Recommendations                |
|-------------------|---------------------------|--|---|--|--|
| 40                | 380' W of School Ln.      | In very close proximity to the median opening at #39 and the signalized intersection at School Ln (#41).<br><br>No deceleration lanes are provided.  | Close the median opening.   | Median opening has been closed.  | None.  |
| 41                | School Ln / Bell Ln.      | School Ln. is offset to the W. from Bell Ln.<br><br>Painted median extends from #41 east to #42.   | Realign School Ln. to the East and reposition signal heads.<br><br>Install a raised median from #41 to #42.                     | School Ln has not been realigned.<br><br>Raised median has not been installed.                         | Recommend realignment of intersection.           |
| 42                | Metron Way                | In very close proximity to the signalized intersection at School Lane (#41) and the median opening at Evelyn St. (#43).  | Close the median opening.   | Median opening has been closed.  | None.  |
| 43                | Evelyn St.                | In close proximity to the median openings at Metron Way (#42) and at #44.<br>Unpaved driveway to the S. is offset to the E. of Evelyn St.<br><br>No deceleration lanes are provided.                                 | Maintain full median opening.<br><br>Add EB and WB left turn lane.<br><br>Extend the EB left turn lane.                         | Median is now open as a bi-directional median.<br><br>EB and WB left turn lanes have been added.       | None.  |
| 44                | 220' E of Evelyn St.      | In very close proximity to the median openings at Evelyn St. (#43) and at Peaden Rd. (#45).<br><br>No deceleration lanes are provided.   | Close the median opening.   | Median opening has been closed.  | None.  |
| 45                | Peaden Rd.                | In very close proximity to the median openings at #44 and at #46.<br><br>No WB left turn lane is provided.<br>Only short deceleration lane provided for EB left turns.   | Maintain full median opening.<br><br>Add a WB left turn lane.<br><br>Extend the EB left turn lane.                              | Median opening maintained.<br><br>WB left turn lane added.<br><br>EB left turn lane added.             | None.  |
| 46                | 100' E of Peaden Rd.      | In very close proximity to the median openings at Peaden Rd. (#45) and at #47.<br>No deceleration lanes are provided.<br>The Brooks Chiropractic Center, located S.W. of the opening has a wide, undefined driveway. | Close the median opening.<br><br>Narrow the Brooks Chiropractic Center driveway to create a more defined connection to U.S. 90. | Median opening closed.<br><br>Driveway not narrowed.   | Narrow Driveway.                                 |
| 47                | Fellowship Baptist Church | In very close proximity to the median openings at #46 and at Santa Villa Dr. (#48).<br>Very small median opening- potential vehicle conflicts.<br><br>No deceleration lanes are provided.                            | Close the median opening.   | Median not closed.<br><br>Median converted to bi-directional opening with EB and WB left turn lanes.   | None.  |
| 48                | Santa Villa Dr.           | In close proximity to the median opening at #47.<br>No EB left turn lane is provided for U-turning vehicles.<br><br>WB left turn lane may not be long enough.  | Maintain full median opening.<br><br>Add an EB left turn lane.<br><br>Extend the WB left turn lane.                             | Full median opening maintained.<br><br>EB left turn lane not added.<br><br>WB left turn lane extended. | Add traffic signal and reconfigure intersection. |



| Median Opening ID | Location                    | Issues   | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations                          |
|-------------------|-----------------------------|--|---|---|--|
| 49                | 600' E of Santa Villa Drive | West Milton Church of Christ, to the N., and Trinity Baptist Church, to the S., both offset to the E. from the opening.<br><br>No deceleration lanes are provided.   | Convert to a bi-directional median opening that aligns with the Church's driveways.<br><br>Add EB and WB left turn lanes.   | Full median opening maintained that aligns with Trinity Baptist's driveway.<br><br>WB left turn lane added.   | Convert to a directional median opening.                   |
| 50                | Tamarind Drive              | In close proximity to the median opening at #49 and at #51.<br><br>No deceleration lanes are provided.   | Convert to a bi-directional median opening.<br><br>Add EB and WB left turn lanes and an EB right turn lane.   | Full median opening maintained.<br><br>WB left turn lane added; EB left turn lane not added.  | None.  |
| 51                | Sunset Drive                | In close proximity to median openings at Tamarind Drive (#50) and at Struth Ln. (#52).<br>Clock Repair shop driveway offset to W. of the opening.<br><br>No deceleration lanes are provided.   | Close median opening.   | Full median opening maintained; EB left turn lane added.  | None.  |
| 52                | Struth Lane                 | In close proximity to the median opening at #51.<br>Struth Ln. is offset to the E. of the median opening.<br><br>No deceleration lanes are provided.<br>Pace Volunteer Fire Dept. is located on the S.E. corner.                       | Maintain full median opening.<br>Realign the median opening with Struth Ln.<br><br>Add EB and WB left turn lanes and an EB right turn lane.<br><br>Add an emergency signal for the Fire Dept. | Full median opening maintained.<br>Median opening realigned with Struth Ln.<br>Left turn lanes and EB right turn lane added.<br><br>Emergency signal not added. | Add emergency signal.                                      |
| 53                | Trice Rd.                   | In very close proximity to the median opening at Bessinger Ln. (#54).<br><br>No deceleration lanes are provided.<br><br>Bonnie's Pet Grooming has a wide, undefined driveway connection to US 90 and an additional access to Trice Rd. | Convert a WB directional median opening.<br><br>Add a WB left turn lane and an EB right turn lane.<br><br>Close the driveway connection from Bonnie's Pet Grooming on US 90.                  | Full median opening maintained.<br>WB left turn lane and EB right turn lane added.<br><br>Driveway connection not closed or narrowed.                           | None.<br><br>Close or at least narrow driveway connection. |
| 54                | Bessinger Ln.               | In very close proximity to the median opening at Trice Rd. (#53).<br><br>No deceleration lanes are provided.   | Close the median opening.   | Median opening closed.  | None.  |
| 55                | Alex Reed Tr.               | In close proximity to the median openings at Bessinger Ln. (#54) and at #56.<br><br>No deceleration lanes are provided.  | Close the median opening.   | Median opening closed.  | None.  |



| Median Opening ID | Location                | Issues  | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations                        |
|-------------------|-------------------------|---|---|---|--|
| 56                | 640' E of Alex Reed Tr. | In close proximity to the median openings at Alex Reed Trail (#55) and at Bostic Ln. (#57).<br><br>No deceleration lanes are provided.  | Close the median opening.   | Median opening closed.  | None.  |
| 57                | Bostic Ln.              | In very close proximity to the median openings at #56 and at Lori Ln. (#58).<br>Very small median opening- potential vehicle conflicts.<br>No EB left turn lane is provided for U-turns.<br>WB left turn lane may not be long enough. | Convert to a bi-directional median opening.<br><br>Add EB left turn lane.<br>Extend the WB left turn lane.  | Median has not been converted to a bi-directional opening.<br><br>EB left turn lane has not been added.<br>WB left turn lane has not been extended.       | Convert to bi-directional.<br><br>Add EB left turn lane. |
| 58                | Lori Ln.                | In very close proximity to the median openings at Bostic Ln. (#57) and at #59.<br><br>EB left turn lane is inadequate.<br><br>Vacant commercial site to the S. does not have a defined driveway.                                      | Convert to an EB directional median opening.<br><br>Extend the EB left turn lane.<br><br>Narrow the driveway for the vacant commercial property on the S. to create a single defined connection to US 90. | Full median opening maintained.<br>EB left turn lane extended and WB left turn lane added.<br><br>Driveway has not been narrowed.                         | Narrow Driveway.   |
| 59                | 640' E of Lori Ln.      | In close proximity to the median openings at Lori Ln. (#58) and at Chantilly Way (#60).<br><br>WB left turn lane may not be long enough.  | Maintain full median opening.<br><br>Extend the WB left turn lane.  | Full median opening has been maintained.<br><br>WB left turn lane has not been extended.  | Extend WB left turn lane.                                |
| 60                | Chantilly Way           | In close proximity to the median openings #59 and at Craig St. (#61).<br><br>No deceleration lanes are provided.  | Maintain full median opening.<br><br>Add EB and WB left turn lanes and an EB right turn lane.   | Full median opening maintained.<br><br>WB left turn lane and EB right turn lane added.  | None.  |
| 61                | Craig St. / Pine Dr.    | In close proximity to the median openings at Chantilly Way (#60) and at Geri St. (#62).<br><br>Only a short EB left turn lane is provided.  | Maintain full median opening.<br><br>Extend EB left turn lane.  | Full median opening has been maintained.<br><br>EB left turn lane has been extended; WB left turn lane has been added to accommodate new shopping center. | None.  |
| 62                | Geri St.                | In close proximity to the median openings at Craig St. (#61) and at Anna Simpson Rd. (#63).<br><br>No deceleration lanes are provided.  | Close the median opening.   | Median opening has been closed.   | None.  |



| Median Opening ID | Location                          | Issues  | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations  |
|-------------------|-----------------------------------|---|---|---|--|
| 63                | Anna Simpson Rd.                  | In close proximity to the median openings at Geri St. (#62) and at W. Bushnell Rd. (#64).   | Convert to an EB directional median opening.  | Converted to EB directional median with left turn lane.   | None.  |
| 63A               | Morningside Ln.                   | <i>(Recommended New Median Opening)</i><br><br>No WB left turn lane is provided.  | Add WB directional median opening aligned with Morningside Ln.<br><br>Add a WB left turn lane.  | WB directional median aligned w/ Morningside Ln added.<br><br>WB left turn lane added.                        | None.  |
| 64                | W. Bushnell Rd.                   | In close proximity to the median openings at Anna Simpson Rd (#63) and at Van Horn Rd. (#65).<br><br>No EB left turn lane is provided.  | Close the median opening.   | Median opening closed.  | None.  |
| 65                | Van Horne Rd.                     | In close proximity to the median openings at W. Bushnell Rd (#64) and at #66.<br><br>No deceleration lanes are provided.  | Maintain full median opening.<br><br>Add EB and WB left turn and right turn lanes.  | Full median opening has been maintained.<br><br>EB & WB turn lanes have been added.                           | Create directional median opening. Add right turn lane.  |
| 66                | 430' E of Van Horne Rd.           | In close proximity to the median openings at Van Horne Rd. (#65) and at #67.  | Convert to a WB directional median opening.   | Median has been converted to WB directional opening.  | Narrow driveways on the south.   |
|                   |                                   | Only a short WB left turn lane is provided.   | Extend the WB left turn lane.   | WB left turn lane has been extended.  |  |
| 67                | 860' W. of Avalon Blvd.           | In close proximity to the median openings at #66 and at #68.<br>No deceleration lanes are provided.<br>Chevrolet World has a separate driveway from the Galilee Missionary Baptist Church, which is offset to the E. of the opening. Potential conflicts between the 2 driveways. | Convert to a bi-directional median opening.<br>Add EB and WB left turn lanes.<br><br>Consolidate the Galilee Missionary Baptist Church driveway and the Chevrolet World driveway into a single connection to US 90. | Median converted to bi-directional opening with EB and WB left turn lanes.<br><br>Driveways not consolidated. | Extend WB directional median.<br><br>Consolidate these driveways to reduce potential conflict. |
| 68                | 390' W of Avalon Blvd.            | In close proximity to the median opening at #67 and the signalized intersection at Avalon Blvd.<br>Only a short WB left turn lane is provided.<br>A painted median extends from #68 east to Avalon Blvd.  | Close the median opening.<br><br>Extend raised median E. to the intersection.   | Median opening closed.<br><br>Raised median extended eastward.  | None.  |
| 69                | SR 281 / Avalon Blvd.             | Additional WB left turn lane will be provided for with the SR 281 improvement.  | Incorporate SR 281 plan recommendations.  | Additional WB left turn lane provided.  | None.  |
| 70                | Santa Rosa County Public Services | Median opening will be closed per SR 281 plans to incorporate the WB dual left turn lane improvement.   | Incorporate SR 281 plan recommendations.  | Median is closed.   | None.  |
| 71                | Food World / Big K-Mart           | No issues identified.   | Maintain full median opening.   | Median opening maintained with EB left turn lane.   | None.  |



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| Median Opening ID | Location              | Issues  | 2001 CMR Recommended Modifications  | 2011 Status  | 2011 Comments and Recommendations   |
|-------------------|-----------------------|---|---|--|---|
| 72                | RaceTrac              | No EB left turn lane for U-turns.<br>Scene of 2 fatalities in 2000.<br>Fuel tankers exiting RaceTrac often block EB travel lanes.<br>Morton Law Center W. driveway wide, undefined, and repetitious.<br>Morton Law Center E. driveway wide and undefined.   | Add a No U-turn sign for EB traffic.<br>Add concrete channelizing island at RaceTrac driveway to prevent NB left turn movements and allow only right turn movements exiting RaceTrac.<br>Close the Morton Law Center W. driveway.<br>Narrow the Morton Law Center E. driveways. | No U-turn sign has not been added.<br>Concrete channelizing island has not been added.<br>Western Morton Law Center driveway has not been closed.<br>Morton Law Center eastern driveway has not been narrowed. | Add No U-TURN sign.<br>Add concrete channelizing island.<br>Narrow eastern Morton Law Center driveway.  |
| 73                | Parkmore Plaza Dr.    | Jaimees Ridge, a residential community, is being developed on the N. side of the intersection.<br>Sidewalk in front of Sonic- w/ new residential development on N. side- No ped features at signal.<br>Continuous driveway pavement connection to the back of the China King building along Parkmore Plaza Drive.<br>Driveway opening to China King just east of Parkmore Plaza Dr. is too close to the intersection and has onsite geometric issues.                   | Revise signal configuration to place the SB approach under signalized control.<br>Add pedestrian features to the signal.<br>Close the continuous pavement connection, allow only connection through shopping plaza.<br>Close the driveway to the China King restaurant.         | Signal configuration has been revised.<br>Pedestrian features have not been added to the signal.<br>Connection along Parkmore Plaza not controlled.<br>Driveway not closed.                                    | None.<br>Close the driveway connection.   |
| 74                | Parkmore Plaza West   | Very wide median opening.<br>Current configuration would physically allow turns for dry cleaners (needs to be eliminated).<br>Does not meet median opening spacing.<br>Parkmore Plaza has access to Parkmore Plaza Dr and signal at #73, and full openings at #74 and #75.<br>Connection is too close to the signalized intersection at Parkmore Plaza Dr. (#73).<br>Continuous right turn lane in the EB direction.<br>No access from dry cleaners to Bank of America. | Close the median opening.<br>Implement hatched channelizing striping to discourage the use of the continuous right turn lane at the entrance to the shopping plaza.<br>Add a cross access connection between the businesses N. of US 90.  | Median opening has been closed.<br>Hatched channelizing striping not implemented.<br>Cross access not provided.  | Implement hatched channelizing striping for right in / right out movements.<br>Encourage shared access / driveway closures for businesses N of US 90.   |
| 75                | Parkmore Plaza (East) | No EB left turn lane for U-turns or access to Super Lube & All-Pro Tune Up.<br>Median opening does not align with a driveway on the N. side.<br>EB right turn lane is continuous.   | Add an EB left turn lane.<br>Consolidate driveways N. of US 90 to align with the median opening.<br>Implement hatched channelizing striping to discourage the use of the continuous right turn lane at the entrance to the Parkmore shopping plaza.                             | EB left turn lane added.<br>Driveways not consolidated.<br>Hatched channelizing striping not implemented.  | Create EB directional left median.<br>Encourage shared access / driveway closures for businesses N of US 90.<br>Add separated pedestrian bridge crossing over creek.<br>Implement hatched channelizing striping for right in / right out movements. |
| 76                | Sunago Dr.            | Does not meet median opening spacing standards.<br>No WB left turn lane due to bridge.<br>Serves Mayo Park & 4 homes.   | Close the median opening.   | Median opening not closed.<br>WB left turn lane provided.  | None.   |



| Median Opening ID | Location       | Issues  | 2001 CMR Recommended Modifications   | 2011 Status   | 2011 Comments and Recommendations  |
|-------------------|----------------|---|--|---|--|
| 77                | Toda Ln.       | Serves Mayo Park & 2 homes.<br>Does not meet median opening spacing standards.<br>No EB left turn lane for U-turns (bridge).<br>No WB left turn lane.   | Close the median opening.  | Median opening has not been closed.<br><br>WB left turn lane added.   | None.  |
| 78                | Glover Ln.     | Significant number of right angle collisions between EB left and WB through movements.<br><br>SB free flow right turn and acceleration lane conflict with the driveway to the W. and adds difficulty for pedestrians to cross.<br><br>Driveway on the NB approach allows access to median opening with no signal control.<br><br>No WB left turn lane.<br><br>A number of safety and operational issues are related to the interaction between Glover Ln. (#78) and Old Highway 90 (#79). | Reconfigure the intersection to reduce the skew of the SB approach and move the WB stop bar closer to the center of the opening.<br><br>Implement Protected-Only signal phasing for EB and WB left turn movements and extend the EB left turn lane.<br><br>Remove free flow SB movement and place under signal control. Add pedestrian features to the signal.<br><br>Include access to the S. under signal control.<br><br>Add a WB left turn lane.<br><br>This location requires a long term design solution that is beyond the scope of this Study. Recommended improvements to this location will be coordinated with the ongoing FDOT US 90 6-Lane Widening Design Projecting and the US 90 Milton Corridor Capacity Study Initiatives. | Intersection is not reconfigured.<br><br>Protected-Only signal phasing for eastbound left turn lanes and EB turn lane extension has not been done; westbound left turn movement prohibited.<br><br>Free flow SB movements have not been placed under signal control & pedestrian features have not been added.<br><br>Access to the S. is not controlled by a signal.<br><br>WB left turn lane has not been added at Glover; has been added at Old US 90. | Create new access to US 90; see plan sheets.   |
| 79                | Old Highway 90 | Wide driveway from Milton Dodge.<br><br>A number of safety and operational issues are related to the interaction between Glover Ln (#78) and Old Highway 90 (#79).  | Add concrete channelizing island to alleviate right-in/ right-out conflicts.<br><br>Close the median opening.<br><br>This location requires a long term design solution that is beyond the scope of this Study. Recommended improvements to this location will be coordinated with the ongoing FDOT US 90 6-Lane Widening Design Projecting and the US 90 Milton Corridor Capacity.  | Concrete channelizing island has not been added.<br><br>Median opening has not been closed.   | Convert median to westbound left-turn directional opening.<br>Create new access to US 90; see plan sheets. |



US 90 CORRIDOR MANAGEMENT PLAN UPDATE

| Median Opening ID | Location                                   | Issues  | 2001 CMR Recommended Modifications   | 2011 Status   | 2011 Comments and Recommendations                |
|-------------------|--|---|--|---|--|
| 80                | Waite development                          | In close proximity to median openings #79 and #81.<br>WB left turn lane is too short.<br>#79 is recommended to be closed.<br><br>Large undefined driveways on the S. side of US 90.                               | Convert to a bi-directional median opening.<br><br>Extend the WB left turn lane.<br>Extend the EB left turn lane to accommodate increased U-turns.<br><br>Narrow driveway connections S. of US 90. Provide cross access connections between properties to insure a connection to Median Opening #80. | Median has not been converted to a bi-directional opening.<br>WB left turn lane has been extended.<br>EB left turn lane has been extended.<br><br>Narrowing of driveway connections and provision of cross access has not occurred. | See plan sheets for new access options to US 90. |
| 81                | Orville Beckford Ford / Lewis Funeral Home | No EB left turn lane.<br><br>No WB left turn lane.<br><br>Does not meet median opening spacing standards.   | Add an EB left turn lane.<br><br>Add a WB left turn lane.<br><br>Convert to a bi-directional median opening.   | EB left turn lane has been added.<br><br>WB left turn lane has not been added.<br><br>Median has not been converted to a bi-directional opening.  | See plan sheets for new access options to US 90. |
| 82                | Goodyear                                   | No EB left turn lane.<br>No WB left turn lane.<br><br>S. side of US 90 large continuous driveway.<br><br>N. side of US 90 continuous driveway.  | Add an EB left turn lane.<br>Add a WB left turn lane.<br><br>Consolidate access on the S. side of US 90 into one driveway at median opening #82.<br><br>Consolidate access on the N. side of US 90 into one driveway at median opening #82.  | EB left turn lane not added.<br>WB left turn lane not added.<br><br>Access has not been consolidated on the south side.<br><br>Access has not been consolidated on the north side.  | See plan sheets for new access options to US 90. |
| 83                | Whiting Furniture Co.                      | No EB or WB left turn or right turn lanes.<br><br>Does not meet median opening spacing standards.   | Narrow driveway connection on S. side of US 90.<br><br>Close the median opening.   | Driveway connections have not been narrowed.<br><br>Median opening has not been closed.   | See plan sheets for new access options to US 90. |
| 84                | Emerald Sands Inn                          | No EB or WB left turn or right turn lanes.<br><br>Does not meet median spacing standards.<br><br>Access provided to S. between Village Square & Whiting Furniture but not further east to Century 21 / Pizza Hut. | Close the median opening.<br><br>Provide additional cross access connections from Village Square to Pizza Hut.   | Median opening has not been closed.<br><br>Cross access has not been provided.  | See plan sheets for new access options to US 90. |
| 85                | Blockbuster Video / Pizza Hut              | Does not meet spacing for a full median opening.<br><br>No WB left turn lane into Pizza Hut / Century 21.<br><br>Wide undefined driveway for the Pizza Hut.   | Convert to an EB direction median opening.<br><br>Narrow Pizza Hut driveway.   | Full median opening maintained.<br>EB and WB left turn lanes have been added.<br><br>Pizza Hut driveway not narrowed.   | See plan sheets for new access options to US 90. |
| 86                | Wendy's / Campbell Ln.                     | No EB left turn lane.<br><br>Does not meet spacing for a full median opening.<br><br>Campell Ln. offset from opening to the east.<br><br>Duplicate, repetitive driveways east of Campbell Ln.                     | Convert to a WB directional median opening.<br><br>Close RH Realty W. driveway.  | Median has not been converted to WB directional.<br><br>EB left turn lane extended.<br><br>Driveway not closed.   | See plan sheets for new access options to US 90. |



| Median Opening ID | Location                                 | Issues   | 2001 CMR Recommended Modifications   | 2011 Status   | 2011 Comments and Recommendations   |
|-------------------|--|--|--|---|---|
| 87                | Santa Rosa County Administrative Offices | Signal closely spaced with signal at #88 and poorly coordinated.<br><br>Driveway to the N. is wide and undefined.<br><br>EB left turn lane is not present.<br><br>SB approach is not under signal control.   | Conduct a detailed signal coordination study for #87 and #88, after the completion of the SR 89 improvements at #88, and then re-time signals.<br><br>Narrow driveway to the N.<br><br>Add an EB left turn lane.<br><br>Incorporate SB approach under signal control.  | Driveway has not been narrowed.<br><br>EB left turn lane has been added.<br><br>Intersection has been signalized.   | See plan sheets for new access options to US 90.  |
| 88                | SR 89 / Dogwood Dr.                      | Signal closely spaced with signal at #87 and poorly coordinated.<br><br>An additional EB left turn lane will be provided for the SR 89 movement.<br><br>W. driveway to gas station in the NE corner is too close to the intersection.  | Conduct a detailed signal coordination study after the completion of the SR 89 improvements at #88 and then re-time signals.<br><br>Add an additional EB left turn lane consistent with the SR 89 construction plans.<br><br>Close gas station W. driveway.  | Intersection now has dual EB left turn lanes.<br><br>Western driveway has not been closed; driveway now aligns with signal.   | Close eastern McKenzie car dealership driveway.   |
| 89                | Six Flags Shopping Center (West)         | Lack of cross access between fast food restaurants on the S. side of US 90.<br><br>Wide median opening with a significant accident history.<br><br>No WB left turn lane is provided.<br><br>Wide undefined driveway in front of KFC.<br><br>Wide undefined driveway in front of the Tasty Tea. | Add cross access connections between the restaurants S. of US 90.<br><br>Convert to a bi-directional median opening allowing only EB & WB left turns.<br><br>Add a WB left turn lane.<br><br>Narrow the KFC driveway.<br><br>Narrow the Tasty Tea driveway.  | Cross access has not been provided.<br><br>Median has not been converted to a bi-directional opening.<br><br>WB left turn lane not added.<br><br>Driveway not narrowed. | Narrow median opening & convert to EB directional median.<br><br>Narrow driveways to the south and provide cross access between businesses.   |
| 90                | Six Flags Shopping Center (East)         | Continuous right turn lane in the WB direction.<br><br>No WB left turn lane.<br><br>Undefined continuous driveway on the S. side of US 90.   | Implement hatched channelizing striping to discourage the use of the continuous right turn lane at the entrance to the Six Flags Shopping Center.<br><br>Add a WB left turn lane.<br><br>Narrow driveway connections S. of US 90 to create a driveway connection aligned with the median opening and also to create a defined driveway for the Department of Children and Families office. | Channelizing striping has not been implemented.<br><br>WB left turn lane has been added.<br><br>Driveway connections south of US 90 have not been narrowed and defined. | Narrow driveway connections S. of US 90 to create a driveway connection aligned with the median opening and also to create a defined driveway for the Department of Children and Families office. |
| 91                | Ashbury Suites & Inn                     | Wide undefined driveway on N. and S. sides of US 90.<br><br>EB left turn lane is too short.<br><br>No WB left turn lane.   | Narrow driveways for businesses N. and S. of US 90.<br><br>Extend the EB left turn lane.<br><br>Add a WB left turn lane.   | Driveways have not been narrowed.<br><br>EB left turn lane appears extended.<br><br>No WB left turn lane added.   | Narrow driveways.<br><br>Add EB left turn lane.   |



| Median Opening ID | Location                  | Issues  | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations   |
|-------------------|---------------------------|---|---|---|---|
| 92                | Gateway Plaza (East)      | Does not meet median opening spacing standards.<br>No WB left turn lane into La Hacienda / Tobacco Annie's.<br><br>S. of median opening at La Hacienda there is a wide, undefined driveway connection. That connection continues from Median Opening #92 further to the W.  | Close the median opening.<br><br>Narrow and better define the driveway connections S. of US 90.   | Median opening has not been closed.<br><br>Driveway openings have not been narrowed / better defined.   | Close median opening.<br><br>Narrow driveways.  |
| 93                | Chavres St.               | Chavres St. connects to a residential area and Berry Hill Rd. No EB left turn lane is provided.<br><br>No WB left turn lane into Big 10 tires.<br><br>Wide undefined driveway N of US 90.<br><br>The E. Western Auto driveway is located close enough to the median opening to where vehicles would attempt to make a WB left into the Western Auto and go against traffic. | Add an EB left turn lane.<br><br>Add a WB left turn lane.<br><br>Install curbing along Chavres St. adjacent to Chavres Feed & Seed and Ace Hardware that provides a defined connection to Chavres St.<br><br>Close the Western Auto E. driveway and Big 10 tires driveway and provide a common driveway for both businesses aligned with #93. | No EB left turn lane added.<br><br>No WB left turn lane added.<br><br>Curbing has not been installed.<br><br>A common driveway has not been installed.  | Add EB left turn lane.<br><br>Add WB left turn lane.<br><br>Install curbing and narrow driveways adjacent to Chavres St.<br><br>Install a shared driveway.                        |
| 94                | E. of Chavres St.         | No left turn lane.<br><br>Does not meet median opening spacing standards.<br><br>Wide undefined driveways N. and S. of US 90.   | Close the median opening.<br><br>Narrow and better define the driveway connections N. and S. of US 90.  | Median remains open; turn lanes have not been added.<br><br>Driveways have not been narrowed; previously occupied property to the south now vacant.   | Close the median opening.<br><br>Narrow driveway connections to the north; consider appropriate access during the site plan approval process when currently vacant land develops. |
| 95                | Krystal / Texas Roadhouse | Wide, undefined driveways into Region's Bank, Allstate and Tires Inc.<br><br>No EB or WB left turn lanes.<br><br>Duplicate, repetitive driveway openings for the Texas Roadhouse.   | Narrow and define the Region's Bank / Allstate / Tire's Etc. driveways to align with the median opening at #95. Provide a driveway on the E. end of Tires Inc. property and an additional driveway on the W. end of the Region's Bank property.<br><br>Add EB and WB left turn lanes.<br><br>Close the Texas Roadhouse W. driveway.           | Allstate / Tires Inc. driveways are not narrowed and northern driveway opening is not aligned with median. Businesses do not have shared access.<br><br>EB and WB turn lanes have not been added.<br><br>Two driveways still present. | Narrow driveways and align with the median. Create shared access among the businesses.<br><br>Close western driveway.   |
| 96                | Burger King               | Median opening is too close to the signal at SR 87.<br><br>Burger King has access to Elva Street and SR 87.   | Close the median opening.<br><br>Narrow driveway connections on N. side of US 90.   | Median opening has been closed.<br><br>Driveways have not been narrowed.  | Close Burger King access.   |



| Median Opening ID   | Location  | Issues  | 2001 CMR Recommended Modifications  | 2011 Status   | 2011 Comments and Recommendations   |
|---|---|---|---|---|---|
| 97  | SR 87 N.  | Large continuous driveways S. of US 90.<br><br>Traffic counts indicated significantly higher demand for the SB right turn movement than the SB left turn movement.<br><br>Conflict between free flow SB right turn which has an acceleration lane that extends past the Burger King entrance.                                       | Narrow continuous driveway connections to provide a single defined connection.<br><br>Reconfigure outside SB left turn lane to a SB right turn lane.<br><br>Place the SB right turn lane under signal control and remove acceleration lane. | Driveway connection on the west side of SR 87 not narrowed.<br><br>SB right turn lane present.<br><br>SB right turn lane not placed under signal control & acceleration lane not removed. | Narrow southside driveways.<br><br>Add pedestrian features.<br><br>Reconfigure. |
| 98  | E. of SR 87   | Tops TV and Appliance has a wide and undefined driveway connection.<br><br>Paradise Screen Printing, Firestone Tires, Milton Bakery and Milton Cleaners all have no defined driveway.<br><br>No turn lanes are provided.<br><br>Median opening is too close to signal at SR 87.<br><br>Appliance store has access to Bruner Street. | Narrow and define Tops TV driveway to allow a single, centrally located driveway connection.<br><br>Narrow and define driveway connections S. of US 90.<br><br>Close the median opening.  | Driveway connections have not been narrowed.<br><br>Median opening has not been closed.   | Narrow driveway connections.  |
| Eastern unnumbered Median Openings (Listed in previous CMP as Raised Median Ends - Roadway transitions into a two-lane undivided section) |   |   |   |   |   |
|   | Bruner St. / Susan St.                                  | Holloway's Auto Repairs has a wide & undefined driveway.  | Narrow & define Holloway's Auto Repairs driveway connection to US 90 & Bruner St.   | No EB left turn lane.<br><br>EB lane reduces from two lanes to one.<br><br>Undefined access to the north and south.   | Define and narrow driveway connections.   |
|   | Mary St.  | Florida Department of Corrections has a continuous driveway connection for their entire property.<br>Mary St. at the Amoco has a large undefined driveway.<br>Express USA Gas Station has a continuous driveway connection S. of US 90.   | Provide a single defined connection to US 90 and a defined driveway connecion to Mary St.<br><br>Narrow and define Amoco driveway.<br><br>Narrow driveway at the corner of US 90 and Mary St. to move the connection away from Mary St.     | Undefined access to the north and south.  | Define and narrow driveway connections.   |
|   | Dr. Martin Luther King Jr. Drive (previously Clara St.) | No issues identified.   | Maintain intersection configuration.  | WB & EB left turn lanes present.  | None.   |



| Median Opening ID | Location                  | Issues   | 2001 CMR Recommended Modifications  | 2011 Status  | 2011 Comments and Recommendations   |
|-------------------|---------------------------|--|---|--|---|
|                   | Canal Street (signalized) | Aro's Autos has a wide and undefined driveway.<br><br>Business in NE corner has multiple access points.<br><br>No NB left turn lane is provided and traffic counts indicate this movement is relatively significant.<br><br>No EB left turn lane is provided at Escambia St. | Narrow and define Aro's Autos (now Sowell Roofing) driveway.<br><br>Narrow continuous driveways to provide defined connections to US 90 and to Canal St.<br><br>Add a NB left turn lane.<br><br>Shorten the WB left turn lane at Canal St. in order to provide an EB left turn lane at Escambia St. | Wide, undefined driveways present on northwest, northeast, and southeast corners of intersection.<br><br>No NB left turn lane added; this requires obtaining right-of-way.<br><br>Canal WB left turn lane not shortened. | Define and narrow driveway connections.<br><br>Add right turn lane on Canal Street.<br><br>Shorten WB left turn lane. |
|                   | Escambia St.              | No EB left turn lane is provided.  | Add an EB left turn lane.   | EB left turn lane not added.   | Add an EB left turn lane.   |
|                   | Santa Rosa St.            | No issues identified.  | Maintain intersection configuration.  | WB & EB left turn lanes present.   | None.   |
|                   | Elmira St.                | No issues identified.  | Maintain intersection configuration.  | WB & EB left turn lanes present.   | None.   |
|                   | Willing St. (signalized)  | No issues identified.  | Maintain intersection configuration.  | WB left turn lane present; last intersection before Blackwater River Bridge.   | None.   |
|                   | Bayou Dr.                 | Continuous driveway in front of Reggie's and the Copper Possum.  | Narrow and define a single shared driveway for Reggie's and Copper Possum.  | Driveways have not been narrowed.  | Narrow driveways.   |
|                   | Milton Tr. / Johnson Rd.  | No WB left turn lane to residential area to the S.   | Provide a WB left turn lane.  | WB & EB left turn lanes present.   | None.   |
|                   | Lundy Ln.                 | No issues identified.  | Maintain intersection configuration.  | Wide driveway on north side of intersection; WB left turn lane present.  | None.   |
|                   | CR 89 / Ward Basin Rd.    | Vehicles making a NB right turn drive on the shoulder.   | Add a NB right turn lane.   | NB right turn lane has been added.   | None.   |
|                   | Airport Blvd.             | No EB left turn lane is provided.<br><br>Commercial establishments S. of US 90 have wide, undefined driveways.   | Add EB left turn lane.<br><br>Narrow the driveways to the commercial establishments in the S.W. and S.E. corners of the intersection to provide more defined driveway connections.  | WB and EB left turn lanes present.<br><br>Driveways not narrowed (Kiley's Store).  | Narrow driveways.   |
|                   | Industrial Blvd.          | No significant issues.   | Maintain intersection configuration.  | EB left turn lane; WB right turn lane.   | None.   |



| Median Opening ID | Location | Issues  | 2001 CMR Recommended Modifications   | 2011 Status   | 2011 Comments and Recommendations |
|-------------------|----------|---|--|---|-----------------------------------|
|                   | SR 87    | <p>A WB left turn lane is not provided.</p> <p>An EB right turn lane is not provided.</p> <p>The commercial establishment in the S.E. corner of the intersection has a large, undefined driveway.</p> | <p>Add a WB left turn lane.</p> <p>Add EB right turn lane.</p> <p>Narrow the driveways to the commercial establishment in S.W. corner, on both US 90 and SR 87, to provide more defined connections.</p> | <p>WB left turn lane added.</p> <p>EB right turn lane added.</p> <p>Connections narrowed.</p> | None.                             |





**VII. PUBLIC INVOLVEMENT**

Public involvement was an essential input for the US 90 CMP. Two public workshops were held: one on January 20, 2011 and the other on March 22, 2011, both in the Santa Rosa County Auditorium. The workshops were advertised in the Pensacola News Journal, and flyers were distributed to businesses and residences adjacent to the study corridor. For the January 20 workshop, fliers were hand delivered, while they were mailed to all residences / businesses within 300 feet of the Corridor for the March 22 workshop.

Both workshops were held from 5:30 to 7 p.m. The benefit of this time frame is that workers with typical office hours are able to attend workshops. The workshops showcased large maps of the Corridor, and attendees were offered a fact sheet as well as a comment sheet. Attendees were encouraged to provide comments either by completing the comment sheet at the workshop or by returning the comment sheet by mail. Numerous facilitators were available to discuss the CMP with attendees and address questions.

Figures 7-1 through 7-5 below show the public workshop flyer, newspaper advertisement, fact sheet, and comment sheet used for this CMP. Public comments received are illustrated on pages 74-89.





FIGURE 7-1 PUBLIC WORKSHOP MAIL OUT FLYER

# US 90 PUBLIC WORKSHOP

## US 90 Corridor Management Plan

Thursday, January 20, 2011  
Anytime between 5:30 - 7:00 pm  
Santa Rosa County Auditorium  
4530 Old Bagdad Highway  
Milton, FL



The Florida-Alabama Transportation Planning Organization (TPO) is conducting a corridor management study to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel (cars, bikes, pedestrians, etc.) along the corridor. The study covers an area of more than sixteen miles from Escambia River Bridge to SR 87.

The purpose of the workshop is to introduce the project and to ask for your input along with other local citizens, stakeholders, and businesses, prior to developing improvement plans. You are encouraged to attend and to bring a friend.

Sponsored by  
**Florida-Alabama TPO**  
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**Regional Planning Council**  
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an Atkins company



**FOR MORE INFORMATION**  
Contact Lane Gortemoller at 850-478-9844


Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at 850-478-9844 at least three (3) days before the event.

FIGURE 7-2 PUBLIC WORKSHOP NEWSPAPER ADVERTISEMENT

# HIGHWAY US 90 PUBLIC WORKSHOP

## US 90 Corridor Management Plan

Thursday, January 20, 2011  
Anytime between 5:30 - 7:00 pm  
Santa Rosa County Auditorium  
4530 Old Bagdad Highway  
Milton, FL





The Florida-Alabama Transportation Planning Organization (TPO) is conducting a corridor management study to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel (cars, bikes, pedestrians, etc.) along the corridor. The study covers an area of more than sixteen miles from Escambia River Bridge to SR 87. The purpose of the workshop is to introduce the project and to ask for your input along with other local citizens, stakeholders, and businesses, prior to developing improvement plans. You are encouraged to attend and to bring a friend.

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**FOR MORE INFORMATION** Contact  
Lane Gortemoller at 850-478-9844

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at 850-478-9844 at least three (3) days before the event.



FIGURE 7-3 PUBLIC INFORMATION SHEET (FRONT)

### US 90 Corridor Management Plan Information Sheet



**The Florida-Alabama Transportation Planning Organization (TPO)** is conducting a study of US 90 in Santa Rosa County to assess current and future roadway conditions; make recommendations regarding improvements and modifications; and build upon the 2001 US 90 Corridor Management Report.

**Corridor Study Limits:** From the eastern end of the Escambia River Ridge to SR 87 South.

**Goals of the Study:** The Corridor Study will assess modifications to median openings, driveway connections, and installation of new traffic signals or traffic control devices. The study will also look at safety issues along the corridor.

**High crash** locations will be examined and appropriate improvements will be defined.

**Major intersections** will be analyzed to determine if they are operating efficiently both today and in the future. Needed improvements will be proposed as needed.

The Corridor Management Plan (CMP) will also address **Access Management** along the Corridor, which is the planning for the design & operation of driveways, median openings, interchanges, & street connections.

**Bicycle and Pedestrian** travel along the corridor will be examined to determine where additional facilities are needed.


The CMP analysis combined with input from the public will shape recommendations for strategies to protect and improve the US 90 Corridor.

**For more information**, please contact:  
Wiley C. Page, Jr., AICP  
E-mail: [WCPage@pbsj.com](mailto:WCPage@pbsj.com) Phone: 904-363-6100

*Please turn over for more US 90 Corridor Study Update Facts.*

FIGURE 7-4 PUBLIC INFORMATION SHEET (BACK)

➤ **Current Traffic:** The highest daily traffic volumes of the corridor are found between the Escambia County Line and SR 87 North / Stewart Street, with volumes ranging between 30,500 and 33,500. This section of the corridor is a four-lane facility. Between SR 87 / Stewart Street and SR 87 South/ Milton Road, US 90 narrows to two-lanes and the traffic volumes decrease significantly, to between 8,300 and 15,875 average daily trips.



➤ **High Crash Locations:** The following locations have experienced a high number of crashes over the past 3 to 5 years and will be closely examined to determine how to improve the safety at each locality.

- Woodbine at US90
- Bell Lane at US90
- Avalon Boulevard at US90
- Parkmore Plaza Drive (Galt City Road) at US90
- Dogwood Drive (SR 89) at US90

➤ **Future Traffic:** Traffic from the Santa Rosa County Line to Pace is expected to approach 55,000 vehicles per day in 2035. The area from Pea Ridge to Avalon Boulevard is expected to see approximately 40,000 vehicles per day and downtown Milton can expect approximately 22,000 vehicles per day in 2035.

➤ **Long Range Plans:** The recently adopted Long Range Transportation Plan for the region calls for US90 to be widened to six lanes from Avalon Boulevard to SR87 North/Stewart Street and widened to four lanes from Airport Road to S.A. Jones Road (east of SR87 South). There is also a plan to connect SR87 South and SR87 North which may create a bypass opportunity for some traffic around downtown Milton. Only the six-laning from Avalon Blvd to SR87 North is expected to have funding for construction by 2035.

➤ **On-Going Studies Along the Corridor:**

- Replacement of the Marquis Bayou Bridge
- Safety study at the Pond Creek Bridge (Mayo Park)
- SR87 Connector Study (SR87 South to SR87 North)

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Transportation Planning Organization







Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: NANCY MOORE  
(Please Print Clearly)

Date: 1/20/11

Comments:

1. Please look at crash data for intersection of Glenside Lane/US90.
2. Please look at pedestrian crossing in vicinity of Mary Street + US90. Much foot traffic there.
3. Please look at pedestrian crossing in vicinity of SR89 + US90. Much foot traffic between Emerald Sands Inn and fast food establishments across the street US90. In addition, there should be pedestrian access to public meeting location would be helpful.
4. I will pursue recommendations for bus pullouts in the TPO updates.

PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE  
OR  
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 18, 2011



Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: JAMMY CARROLL  
(Please Print Clearly)

Date: 1-20-11

Comments:

- ① NO 4 LANES IN DOWNTOWN MILTON + NO PAIRS EAST + WEST ON Hwy 90 DOWNTOWN AND BERRYHILL RD. SOUTHERN ROUTE NEEDED.
- ② TIME LIGHTS FOR BETTER TRAFFIC MOVEMENT.
- ③ NO TRUCK TRAFFIC DOWNTOWN MILTON, USE I-10 FOR TRUCKS
- ④ SIDEWALKS NEEDED BOTH SIDES OF Hwy 90 IN THE CITY OF MILTON

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Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: Margaret (Peggi) Smith  
(Please Print Clearly)

Date: 20 JAN 11

Comments: Thanks for the opportunity for my opinion.  
Fix the intersection of 90 @ SRC admin office.  
'cause it is just as bad as ever.  
Fix the timing @ Backwater Heritage Trail and 90 you can't  
make it across running - never mind with a stroller!  
Attempt to time the lights but never let them  
get up to 65 mph between them  
We are desperate for sidewalks\* all the way  
from the bridge to Hy 875. Include the red brick  
road, join the sidewalks all the way down with  
curb cuts so people can SAFELY get from  
the neighborhoods to the grocery store, library, school  
church and businesses.  
Slow down Hy 90 from Avalon to Ward Basin  
to no more than 35mph -> want to go faster get  
up on I-10 - NO TRUCK TRAFFIC - again  
get up on I-10 - do not skip the weigh station  
and don't damage the historic properties  
Hy 90 @ crash sites - SLOW DOWN - reduce  
the speed, improve public transpo to University &  
medical centers - on the right track but need to continue  
to discourage private vehicles for individuals

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\*or multi-use bike/ped.



Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: Jeff Pier  
(Please Print Clearly)

Date: 1-20-11

Comments: 1) The End and out to get  
county Auditorium we used to  
have path way to get in here. It's  
there a change that this be change  
2) I lived in subdivs call Skyline  
I would like to see this fix, we  
have turn around to get in town

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Public Open House Meeting  
Comment Sheet  
January 20, 2011  
US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: Robert Dones Date: 1/20/11  
(Please Print Clearly)

Comments: Heavy 90 needs transit bus out of traffic congestion  
could be helped greatly

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Public Open House Meeting  
Comment Sheet  
January 20, 2011  
US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: Susan Fitzhugh Date: 1/20/11  
(Please Print Clearly)

Comments: I would like to see roundabouts used at  
Canal/Pike and Hwy 90.  
I hope that the historic integrity of  
downtown Milton will be a priority  
now and in the future.  
Bike and pedestrian access and safe  
use on road ways  
Where lighting is needed, in moderate to  
high use pedestrian areas, use subtle  
lighting placed lower than the  
disturbance to residential areas.

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Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: Barbara Glover Date: 1/20/11  
(Please Print Clearly)

Address: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Comments: ① The intersection at Old Hwy 90 and Hwy 90 poses a problem for those who are turning right onto Hwy 90 from Old Hwy 90. It would be more feasible if the area at the stop sign were widened to allow for a lane for those crossing Hwy 90 and those turning on to Hwy 90 (right hand turn). Ruts exist now where cars are forced over to make the right hand turn. The school bus that travels Old Hwy 90 and turns right onto Hwy 90, has to swing out into the far lane to turn. Traffic gets backed up also because of the lack of space for 2 vehicles - those turning and those going straight.

② The entrance into CVS is a problem because vehicles coming off of Dogwood have a tendency to stop to look for parking instead of going into the parking areas backing everyone else up into the intersection of Hwy 90. Maybe or perhaps a sign to say "keep moving" will help (like at Lowe's).

③ We need more service roads.

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Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: B. Rankin Date: 1/20/2011  
(Please Print Clearly)

Address: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Comments: Stewart St + 90 - Request Changes to Bureaucratic Entrance. Expand merge lane on Hwy 90 from Hwy 87 North.

Hwy 90 & Left Turn onto Johnson Rd. Very Dangerous. Need Caution Light

Hwy 87 North + Corner of James & 87 North Needs a Caution Light.

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Transportation Planning Organization

Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 SouthName: Steve Wisniewski  
(Please Print Clearly)

Date: \_\_\_\_\_

Comments:

1. MANY OF THE CROSSOVERS PERMIT &amp; EVEN ENCOURAGE AUTO TO MAKE &amp; PASS ON THE driving side of the crossing.

2. Intersection of 90 &amp; Parkview Plaza. In the past 14 yrs have been rear ended twice while east bound

3. Walling &amp; 90 - lights need to be studied

4. West on 90 just past of near Bitter - merging is rather unexpected

5. 90 &amp; Canal - light is not conducive to canal north bound traffic

6. Crossover at Halls Hdwr not conducive to obeying FLA driving laws

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Transportation Planning Organization

Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 SouthName: JEFF ETHERIDGE - Dolt  
(Please Print Clearly)Date: 1/20/11

Comments:

① STEWART ST. INTERSECTION - ELIMINATE ACCELERATION LANE ON 90W IN FRONT OF BURGER KING, MAKE INTERSECTION FULL STOP FOR WESTBOUND w/ LIGHT CONTROL. DEDICATED LEFT TURN LANE FOR 90E TO PREVENT TWO LINES OF TRAFFIC TRYING TO OCCUPY SINGLE LANE IN FRONT OF MILTON BAKERY. PEDESTRIAN BIKE OVERPASS FOR BRACKWATER HERITAGE TRAIL.

② UTILIZE RED BRICK ROAD NATIONAL HISTORIC PLACE AS BIKE/WALKING TRAIL w/ BENCHES &amp; FACILITIES APPROPRIATELY SPACED. HISTORICAL INFORMATION DISPLAYS COULD BE PLACED AT SELECTED LOCATIONS TO HIGHLIGHT PAST USE &amp; NATURE OF ROAD.

③ WALD BASIN INTERSECTION / OVERPASS - <sup>INSIDE LANE</sup> TRAFFIC FREQUENTLY TRIES TO OULAGE OUTSIDE LANE OVER BRIDGE EASTBOUND TO GAIN A FEW SPOTS - DANGEROUS OVER A BLIND HILL COMING INTO A CONGESTED AREA MARKED 35 mph.

④ ELIMINATE BROAD EXPANSES OF NON-CONTROLLED ACCESS ALONG STREETFRONTS ESPECIALLY EAST OF PARKMOORE THROUGH DOWNTOWN

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Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: NANCY MOORE  
(Please Print Clearly)

Date: 1/20/11

Comments:

~~evening~~ left turn  
1) During rush hour, traffic backs up into the three lane ~~at~~ on eastbound 90 ~~for~~ <sup>at</sup> ~~traffic turning left onto~~ Glover Lane.

2) Please look at Pace Patriot Blvd + US90 for a traffic signal. We wanted to put a bus stop at the Grocery Outlet Shopping Center, but there was no safe way for bus riders to cross the street. That location is very congested, and there is no raised median or grassy median to serve as a safety island for pedestrians. The nearest bus stops are at Churchill Hwy + West Spencer Field Rd, which I believe are a mile apart. The Grocery Outlet/Pace Patriot Blvd would be an ideal place for a bus stop if ~~at~~ there was a safer crossing on US90. Pace Patriot Blvd leads to High School + Pace Library.

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3) ~~Look at traffic signals at US90/Canal St.~~  
~~and Hwy~~



Public Open House Meeting  
Comment Sheet

January 20, 2011

US90 Corridor Management Plan Update  
Escambia County Line to SR87 South

Name: KIM MACARTHY  
(Please Print Clearly)

Date: 1-20-11

Comments:

① Please keep downtown Milton intact. It needs to be pedestrian friendly. DO NOT 4-lane Hwy 90 through downtown Milton.

② I support a Southern Alternate Route for handling traffic flow to by-pass downtown Milton. I appreciate having the environmental issues explained at the meeting regarding putting in a new bridge and how it would affect the river. Please continue study on this issue in hopes that it may be accomplished one day soon.

Thank you for holding the Public Meetings. I am a business & property owner along Hwy 90 (East).

Kim MacCarthy

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Public Open House Meeting  
Comment Sheet  
January 20, 2011  
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Escambia County Line to SR87 South

Name: Mary Beth Washneck Date: 1/20/11  
(Please Print Clearly)

Comments: Only morning commute involves  
getting from 5 Points/Chumuckla/Woodbine)  
to Hwy 90. I have started taking  
Chumuckla rather than Woodbine & I  
have noted this is faster most of the  
time.  
(2) The more interconnectivity  
the better. The Target/Home Depot/  
Walmart connection is great!

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Public Workshop  
Comment Sheet  
March 22, 2011  
US 90 Corridor Management Plan

Name: M. L. GOEL Date: 3/22/11  
(Please Print Clearly)

Address: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Phone Number: 850-479-0668

Comments: Widening Hwy 90E from Airport RD to Hwy 875  
now would help lots of people. Traffic is  
increasing on Persimmon Hollow RD & Plym RD.  
Also need an additional Right Hand Lane.  
on 875 as you turn S. on 87 from 90.

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Public Workshop  
Comment Sheet

March 22, 2011

US 90 Corridor Management Plan

Transportation Planning Organization

Name: Susan Creel Date: 3-22-11  
(Please Print Clearly)

Comments: The present plan is not acceptable due to destruction of historic homes and quality of life. I feel a better plan should have been considered. Preservation of the beautiful area is more important and could possibly stimulate the economy. My husband had a great idea that is to use the CSX rail right of way. Heavy trucks should be rerouted off 90 - maybe I10?

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\*Where is the Southern Route, that info needs to be included in the workshop.

Public Workshop  
Comment Sheet

March 22, 2011

US 90 Corridor Management Plan

Transportation Planning Organization

Name: Charles R. Creel Date: 3-22-11

Comments: Do not believe a new road and intersection near old Hwy. 90 will facilitate east/west traffic flow. This change with added major traffic light and intersection will probably impede the flow of traffic between Blackwater River and Avalon Blvd. intersection. Any changes to Hwy. 90 corridor and/or Hwy. 90 bridge crossing of Blackwater River must place as a priority:

- 1) protection of slow speed traffic movement in downtown area
- 2) preservation of historical neighborhood integrity and
- 3) working toward enhancement of downtown area as a walking community.

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All of the above can, and should, be accomplished while allowing for community growth, increase in Milton businesses, increase in Milton citizen population, and increases in # of vehicles using our roadways.



**Florida-Alabama** Public Workshop March 22, 2011  
**TPO** Comment Sheet  
Transportation Planning Organization US 90 Corridor Management Plan

Name: SAMMY CARROLL Date: 3-22-11  
(Please Print Clearly)

Comments: NEED CROSS WALKS ON HWY 90 AT ESCAMBIA ST.  
PEOPLE CAN NOT CROSS TO GET TO BUSINESS (CAFE / GALLERY)  
AND ACROSS TO OLD POST OFFICE. NEED SIGNS TO NOT BLOCK  
ESCAMBLAST. WHEN LIGHT AT CANAL IS RED.  
WE DO NOT NEED TRAFFIC PARS IN DOWNTOWN MILTON.  
THE ONE SHOWN ON MAP (I PANEL) IS STUPID. IF I HAD A  
HOME ON THAT ROUTE I WOULD HATE EVERY MINUTE OF IT. WHY IS  
THE SOUTHERN ROUTE NOT ON THE MAP TO LOOK AT?  
WE ARE TRYING TO IMPROVE DOWNTOWN AND THIS WILL DO NOTHING  
AUT ~~PROVE~~ <sup>PROVE</sup> DETRIMENT TO DOWNTOWN. OTHER ~~DO~~ <sup>DO</sup> ~~NOT~~ <sup>DO</sup> HAVE TRIED  
THIS AND THEY DO NOT WORK.

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**Florida-Alabama** Public Workshop March 22, 2011  
**TPO** Comment Sheet  
Transportation Planning Organization US 90 Corridor Management Plan

Name: JACK Mc COMBS Date: 3/22/11  
(Please Print Clearly)

Comments: Please reconsider center turn lane  
from Pace to Milton City Limit  
Target Area: (along to Fellowship  
Baptist Church & Mc Combs  
Street.

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Florida-Alabama  
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US 90 Corridor Management Plan

Transportation Planning Organization

Name: Tom Maddy Date: 3/22/11  
(Please Print Clearly)

Address: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Comments: Move the westbound deceleration/right turn lane from Gen St. east to Van Horn Road. This is Arcadia Village, a subdivision of 130 homes, and also the entrance to Gate Woods Credit Union. Gen St. is much less significant.

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Florida-Alabama  
TPO

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US 90 Corridor Management Plan

Transportation Planning Organization

Name: Michael S. Lewis / Lewis Funeral Home Date: Mar. 22, 2011  
(Please Print Clearly)

Comments: The configuration for a proposed intersection and new roadway structures in front and immediately west of our business would impact greatly the way our families and their friends come into our building. At visitations at night and funerals during the day we have hundreds of people coming and going during a short time period. ~~It is not safe and we would not want to encourage.~~ We also own the property thru which the proposed western connection to Old Hwy 90 would pass. It could see during the construction phase of such a roadway would make entry into our location next to impossible.  
I am still convinced a southern roadway connecting at Glover ~~RD~~ lane going along Old Hwy 90, crossing Port Charlotte south of Milton into East Milton connecting to Wood Road at or south of Airport Rd and then turning Hwy 90 E to 87 S.

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**Florida-Alabama** Public Workshop March 22, 2011  
**TPO** Comment Sheet  
Transportation Planning Organization US 90 Corridor Management Plan

Name: H. L. BAILEY Date: 3/22/11  
(Please Print Clearly)

Comments: CURRENTLY ALL RESIDENTS OF GERI ST, ANNA  
SIMPSON RD, SHELL RD, VAN HORN RD, BREADIA  
SUB-DIVISION AND ALL VISITORS TO MACADIA MACADOLICAL  
SITE PLUS ALL VISITORS TO GULF WIND CREDIT UNION  
MUST FIND THEIR WAY TO THE INTERSECTION OF VAN HORN  
AND U.S. 90 IN ORDER TO TURN EAST ON U.S. 90.  
THE ONLY ALTERNATIVE TO THIS IS TO TURN WEST  
ON U.S. 90 AND FIND A CREEK-OVER TO DO A U-TURN  
INTO THE EAST-BOUND LANES. I HAVE FOUND THIS TO  
BE NOT ONLY VERY INCONVENIENT BUT DANGEROUS.  
THIS NEEDS PROMPT ATTENTION.

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Thank you.  
H. L. Bailey

**Florida-Alabama** Public Workshop March 22, 2011  
**TPO** Comment Sheet  
Transportation Planning Organization US 90 Corridor Management Plan

Name: Bob & Lola Rollo Date: 3/22/11  
(Please Print Clearly)

Comments: 4 Lane to 875  
Use present ROW through  
Milton with removal of  
only Fisher-Hamilton Bldg.  
By doing this it would tend  
to satisfy most folks & relieve  
traffic that tends to bottle  
neck on 90 East of Milton  
out to 875 at mornings  
& afternoon.

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Public Workshop  
Comment Sheet

March 22, 2011

US 90 Corridor Management Plan

Name: Vernon Compton Date: 3/30/11  
(Please Print Clearly)

Comments: As a member of the Florida/Alabama TPO Citizens Advisory Committee, I am very supportive of corridor and access management. Access Management and Bicycle/Pedestrian safety are two of the most important items in my mind in completing an overall plan for Highway 90 improvement. I am especially concerned about the critical role corridor management should play in the revitalization of historic downtown Milton. The downtown and historic district, while small, plays an important role to both Milton and Santa Rosa County.

I offer the following recommendations pertaining to the corridor area between Stewart St/Blackwater Heritage State Trail and the Mackinac Bayou Bridge in East Milton. Some of my comments will also pertain to other portions of the defined corridor.

1. Close excessively wide open curb cuts to prevent conflict points and improve vehicle and pedestrian safety.

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Vernon Compton

Page 2

2. Close gaps in sidewalks making them ADA compliant. It is critical to do this in the downtown/highly urban area. It is also critical to connect these sidewalks to the Blackwater Heritage State Trail, a Rails-to-Trails project adjacent to downtown, and to do so on both the North + South side of Hwy 90.
3. Make all pedestrian crossing areas highly visible through use of paint striping or other measures.
4. Improve signage at entrance of downtown from the west (Stewart St) and the east (Mackinac Bayou Bridge) indicating slow speeds and bicycle/pedestrian high use area.

Currently gaps remain in useable sidewalks in downtown Milton in the area between Canal Street west to the Blackwater Heritage State Trail and Stewart Street. Since this is a highly urbanized downtown area and receives a high amount of pedestrian use, it should be a priority for ADA and pedestrian safety reasons. ADA compliant sidewalks should be completed on both the north and south side of Highway 90.





Vernon Compton

Page 3

There are several sidewalk problem areas in the downtown when rain events occur. These sidewalk issues cause pedestrians to cross streets away from the identified pedestrian crossing areas. Please contact me and I will be glad to identify these areas so they might be included in a future improvement plan.

Upon review of the portion of the corridor management plan presented on 3/22/11 in Milton and pertaining to downtown Milton, I am most concerned about the inclusion of a one way pair as part of corridor management. For over 10 years the City of Milton and citizens have favored a southern alternate route that protects the historic district. Additional road capacity in the form of four laning or one way pairs would be detrimental to the district and to the overall revitalization of the downtown.

Thank you for your consideration of my comments as you work to complete plans to improve Highway 90.

Sincerely,

Vernon Compton

Florida-Alabama

Public Workshop  
Comment Sheet

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TPO

US 90 Corridor Management Plan

Transportation Planning Organization

Name: ANDY WILLIAMSON  
(Please Print Clearly)Date: 3/22/11

Comments: Many thanks for an informative meeting & the chance for input. My concern is with the unplanned but "de facto" business district that defines one of the high accident areas in the vicinity of Wal-Mart. The use of defined access points and no U-turn medians will definitely reduce conflicts and therefore accidents. Although I generally favor these ideas, however I cannot believe that any serious attempt to improve safety along this stretch would not include a reduced speed limit to 35 mph. If a 35 mph speed limit were established between E. Springfield Rd and Bell Lane, it would serve as one more proven tool to reduce conflicts and accidents. Would it be unpopular? - Probably. Would it be safer and cost effective? Absolutely. Again, thank you for the presentation and question/answer session.

Andy Williamson

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**Pace Self-Storage, Inc.**  
**Robert H. Murphy**

2011/03/23

PBS&J  
Mr. Wiley Page  
7406 Fullerton Street  
Suite 350  
Jacksonville, Florida 32256

Dear Mr. Page:

I appreciate your taking the time to speak with me last night at the meeting in Santa Rosa County. As I indicated at the meeting I have some significant concerns regarding what your company has proposed. Certainly segments of Highway 90 have changed and there may need to be some upgrades needed for traffic flow, safety, etc.. Also, you and I talked about a couple of alternatives if there is absolutely no way for the traffic diamond to be left in. However, let there be no doubt that I much prefer to simply be left alone and the traffic diamond left in place.

Having said that, I need a paper copy of the maps you had at the meeting. If they can be printed off to full size at a large copying company like T-Square here in Pensacola the dvd will be fine. Please get back with me as soon as possible as I want to further analyze what is being proposed.

I will pay for expedited shipping (or pick them up) and reasonable copying cost. If you chose to mail them (or it/dvd) my address is:

Please be sure to use expedited shipping. My family has been in business since 1959 in Pace, you will not have to worry about being reimbursed for your expenses.

Again, thank you for your time.

*Bob Murphy*  
Bob Murphy

Via: UPS  
Jax/Pensacola

**Florida-Alabama**  
**TPO**  
Transportation Planning Organization

Public Workshop  
Comment Sheet

March 22, 2011

US 90 Corridor Management Plan

Name: JOSEPH WILKS  
(Please Print Clearly)

Date: 3/22/11

Comments: CONCERNING DOWNTOWN MILTON -

Enough with proposing one-way pairs through  
downtown! How many workshops and tax dollars are  
going to be needed to reiterate that the community  
does not support such archaic methods of transportation  
planning. OVER AND OVER AGAIN it has been stated  
by public officials and citizens to give us a Southern  
alternative - OR ANY ALTERNATE - that does not disrupt  
or destroy any historical resources when addressing Hwy. 90.

We need real options to consider - not the same  
"solutions" in different clothing.

STOP WASTING OUR TIME & TAX MONEY ON  
THINGS YOU KNOW WON'T HOLD UP.

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Public Workshop  
Comment Sheet  
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US 90 Corridor Management Plan

Name: Ryan Aray Date: 3/31/11  
(Please Print Clearly)

Comments: I am opposed to the suggestion of a one-way pair through the historic district on Margaret St. Even the suggestion of such a route is inappropriate given the long-time protest by residents over increased capacity through downtown. The FDOT must realize that one-way pairs are just as destructive as a four-lane road. They divide neighborhoods. They make it difficult to access business.

The FDOT has ~~was~~ recently said in the Press Gazette that they will not four-lane through Milton. This one-way pair would be just as destructive. It would impact several historic properties and necessitate the destruction of a 1928 "contributing structure."

This is a poor idea and is not even worth the money to study it in a PD&E!

The FDOT needs to listen to the residents of Milton and build a Southern Alternate. The route that was studied as part of the 87 PD&E was good, but needs to be slightly realigned to be better. Cost estimates for that route are being intentionally inflated!

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Public Workshop  
Comment Sheet  
March 22, 2011  
US 90 Corridor Management Plan

Name: NATHAN WOOLSEY Date: MARCH 22, 2011  
(Please Print Clearly)

Comments: SEE ATTACHED.

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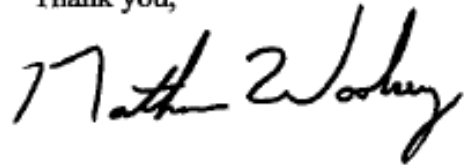
*Nathan Woolsey*

March 22, 2011

Dear Sirs,

I'm very sorry to say that the "one-way pair," depicted on your current map of downtown Milton, extending from Willing Street south to Stewart, through the historic district thoroughly misses the mark. The citizens of Milton, and especially those of the First Ward will never stand idly by and allow their homes, their yards and gardens—in short, their historic properties be dug up and destroyed for such a road. The Milton City Council has already adopted the "Southern Route" proposal which runs south of the historic district, alongside the CSX tracks, as its future thoroughfare to handle east-west traffic. Why does your map not show this? From what I understand, the "Southern Route" would reach up to funnel traffic south and east, from new intersections at Stewart Street and Old Bagdad Highway. This is what Milton needs for the 21<sup>st</sup>-century, not a "one-way pair" winding through backyards and church parking lots in the heart of the historic district! This is the Band-Aid approach to traffic mitigation, and it will duly fail in short order. Ultimately, Milton needs a real road to handle real traffic south of town. That's the only place for a new east-west corridor, with a new mid-rise bridge crossing the Blackwater, adjacent to the existing CSX turntable—which at more than a hundred years of age is also in dire need of replacement. New railroad and traffic spans at that point would open the Downtown Milton waterfront to boats and marina development. And once the sewage treatment plant is moved—as is planned—there would be no stopping Milton's growth, and this would be positive growth. I'm sorry guys. It's time to think big. It's time to come up with a new road, outside the box—outside of town.

Thank you,



Nathan Woolsey



VIII. RECOMMENDED ROADWAY MODIFICATIONS

The following are recommended roadway and corridor modifications. These modifications are summarized in Table 8-1. These improvements are also shown on the following Plan Sheets 1-25.

Table 8-1 Recommended Corridor Improvements

| Proposed Improvement   | Plan Sheet Location   |
|--|---|
| Driveway and Access Modifications  | Sheets 1, 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15-1, 15-2, 16, 17, 18, 22, 23 |
| Median Modifications   | Sheets 1, 4, 5, 6, 8, 12, 13, 14, 15-1, 15-2, 16,                           |
| Addition of Turn Lanes   | Sheets 1, 2, 5, 10, 12, 15-2, 16, 17  |
| Signalization of Santa Villa Drive and US 90   | Sheets 9  |
| Emergency Signal at Struth Lane and US 90  | Sheets 10   |
| Speed limit reduction study from 45 MPH to 35 MPH on US 90 from Chumuckla Highway to Bell Lane             | Sheets 3-8  |
| Speed limit reduction study from 45 MPH to 35 MPH on US 90 from Chantilly Way to west of Avalon Boulevard  | Sheets 11-12  |
| Enhanced Bicycle and Pedestrian Facilities (multi-use path)  | Sheets 20-25  |
| Separate pedestrian facilities over Pond Creek   | Sheets 14   |
| Intersection Realignment at Glover Lane and US 90  | Sheets 15-1, 15-2   |
| Intersection Realignment at Bell Lane and US 90  | Sheets 8  |
| Construction of 10 bus pullouts  | Sheets 2, 3, 4, 9, 11, 21, 22, 24   |
| Addition of bicycle and pedestrian facilities on US 90 between the Blackwater River and the Macavis Bridge | Sheets 18-19  |
| Extension of “Right Turn Only” pavement markings west of the US 90 Ward Basin Road intersection            | Sheets 19-20  |

Driveway and Access Modifications

These improvements comprise the majority of improvements proposed for the US 90 corridor. Most of these improvements consist of creating better definition and delineation of driveways along the corridor. Presently, many driveways are very wide and poorly designed which can lead to a situation where the driver is not guided to the best position for driveway movements. Excessive width can also result in excessive pedestrian and cyclist exposure to vehicles. If a driveway is over 36 feet wide, pavement markings and channelization is generally needed to help guide the driver to the appropriate portion of the driveway. It is important that driveways be located and designed to minimize impacts on traffic while providing safe entry and exit from the development they serve (Source: FDOT Driveway Information Guide)

Median Modifications

Like driveway and access modifications, median modifications are recommended throughout the corridor. These modifications can include: creating a directional median via a separator, median closure, and removal of a turn lane. As discussed in Section VI, medians are an important component of access management and should be designed in a way that creates a safe and efficient highway system. This Corridor Management Plan recommends the complete closure of only four medians. The purpose of the closure of these medians is due to the fact that they currently do not meet the spacing requirements set forth in Administrative Rule Chapter 14-97 which establishes median opening spacing requirements. All other median modifications recommended along the corridor involve modifying existing medians to directional medians.



**Addition of Turn Lanes**

The construction of left and right turn lanes is recommended for various locations throughout the corridor. Most of these turn lanes would be constructed as part of a median modification project such as the conversion of a fully open median to a direction median (which would also require a left turn lane).

**Signalization Projects**

Signalization is proposed for the intersection of Santa Villa Drive and US 90. The intersection currently operates at a deficient LOS at the AM, Midday and PM peak hours. Signalization will allow the intersection to operate at LOS A at the AM, Midday and PM peak hours.

**Realignment of Glover Lane and US 90**

The intersection of Glover Lane and Old US 90 currently creates a non-standard geometric intersection due to the fact that Glover Lane intersection US 90 at an angle. Additionally, the Old US 90 intersection with US 90 is extremely close (<200 ft) to the Glover Lane intersection. The northbound left turn movement from Old US 90 onto US 90 creates an unsafe environment for motorists. It is recommended that this intersection be realigned. This plan shows three realignment concepts, however, it is recommended that a more detailed design study be conducted in order to determine the most feasible and effective route.

**Multimodal Improvements**

It is recommended that bridges serving pedestrians and bicyclists be constructed over Pond Creek (similar to bridge shown below). Ideally, bridges would be built on both sides of US 90 but at a minimum, at least one bridge should be built. Currently, there is very little room on the shoulder of the bridge between the outside travel lane and the bridge wall. This creates a highly dangerous situation for pedestrians and bicyclists trying to cross the bridge.

Bus pullouts are proposed at nine locations throughout the corridor. These will allow busses serving the Santa Rosa County Transit System to pull out of the flow of traffic which will improve the efficiency of the corridor as well as create a safer environment for the transit riders attempting to board the bus.

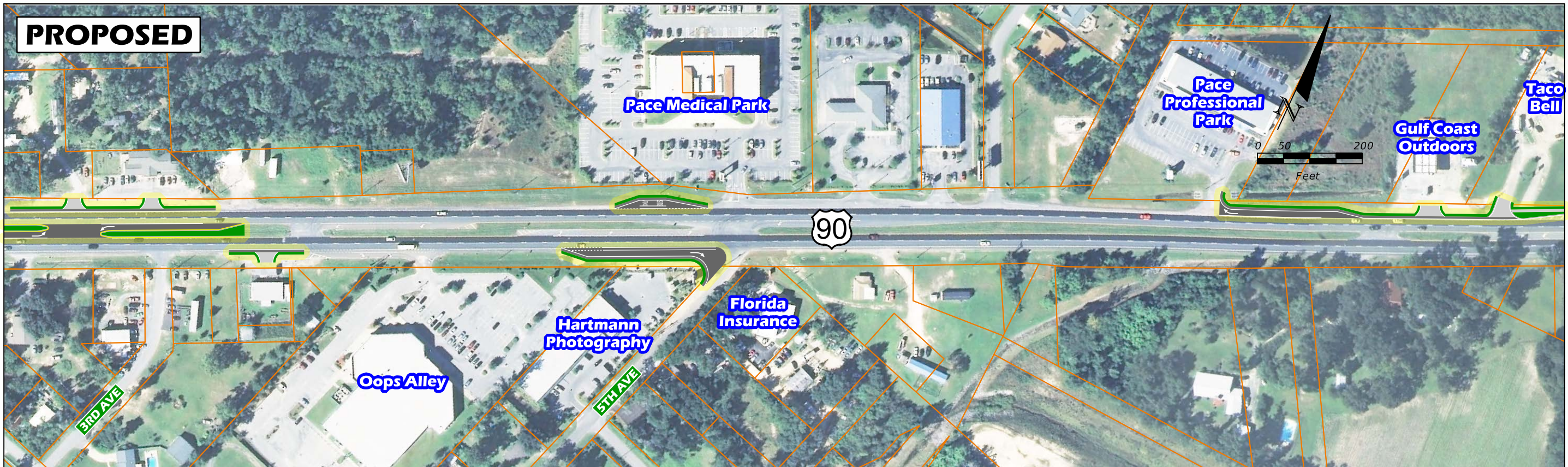
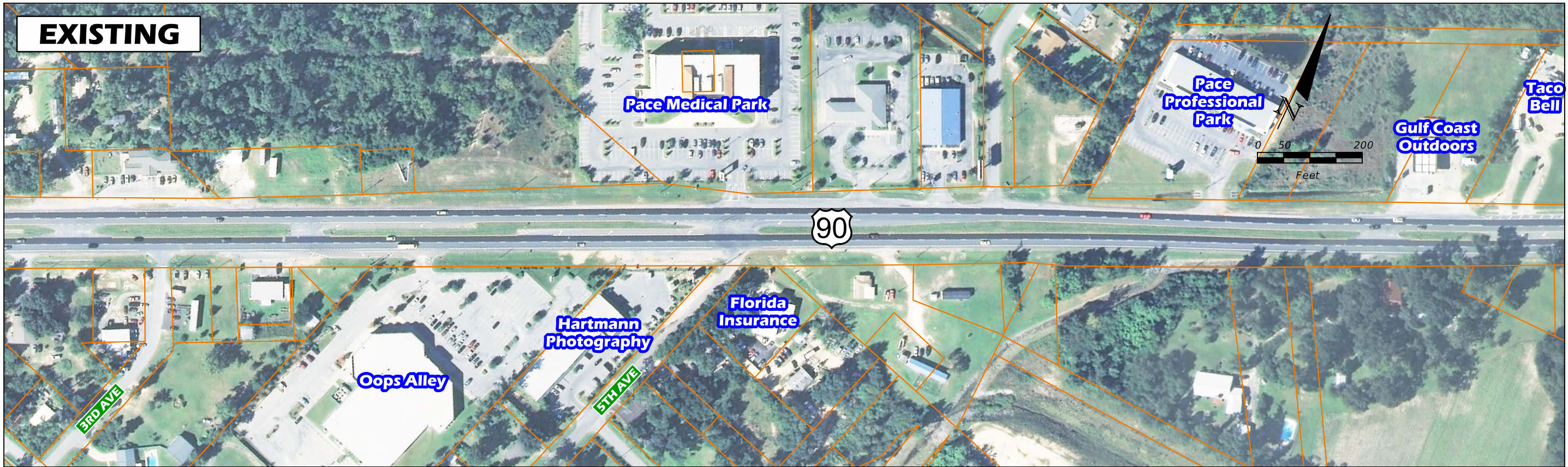
It is also recommended that bicycle and pedestrian features be constructed on US 90 between the Blackwater River and the Macavis Bridge.





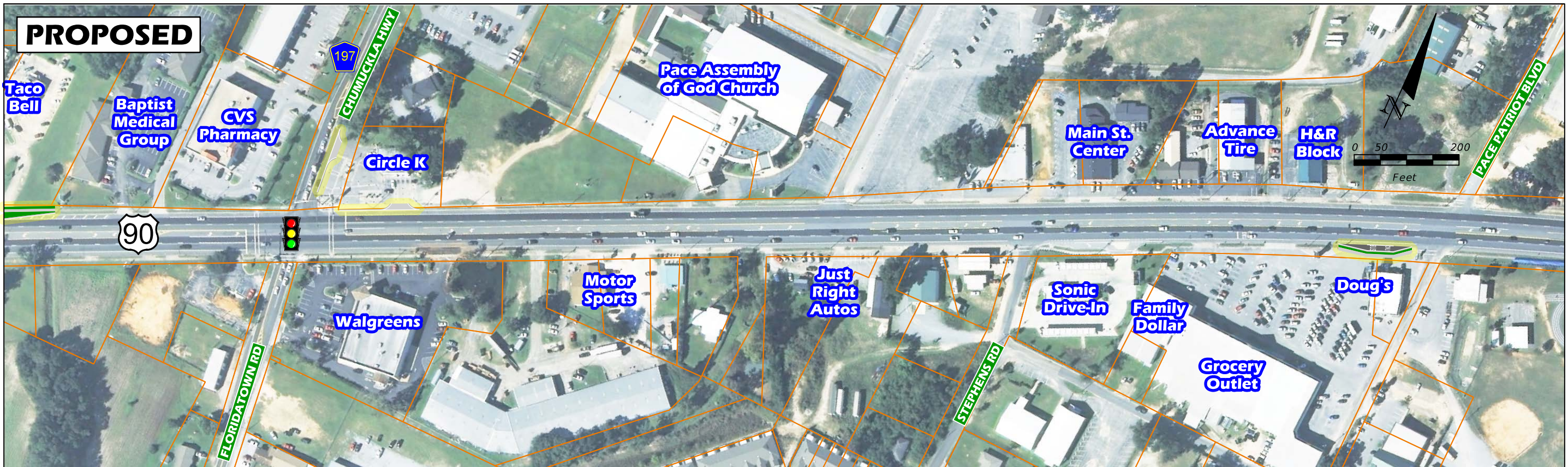
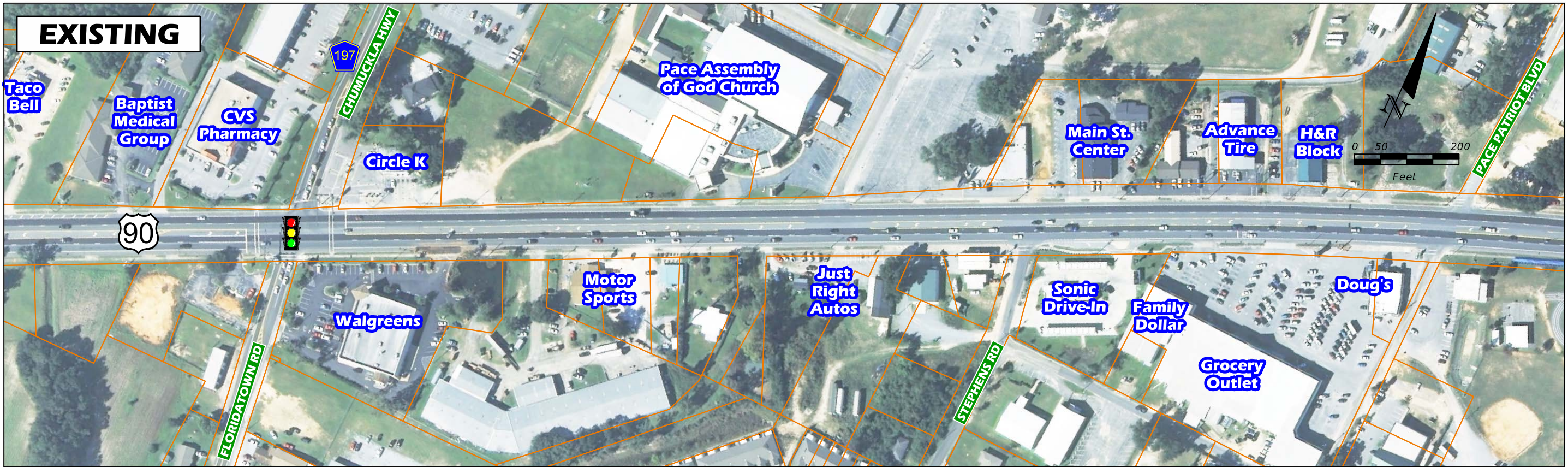








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 **PROPOSED ROADWAY**

 **PARCEL BOUNDARY**

Florida-Alabama  
**TPO**  
Transportation Planning Organization

**ATKINS**

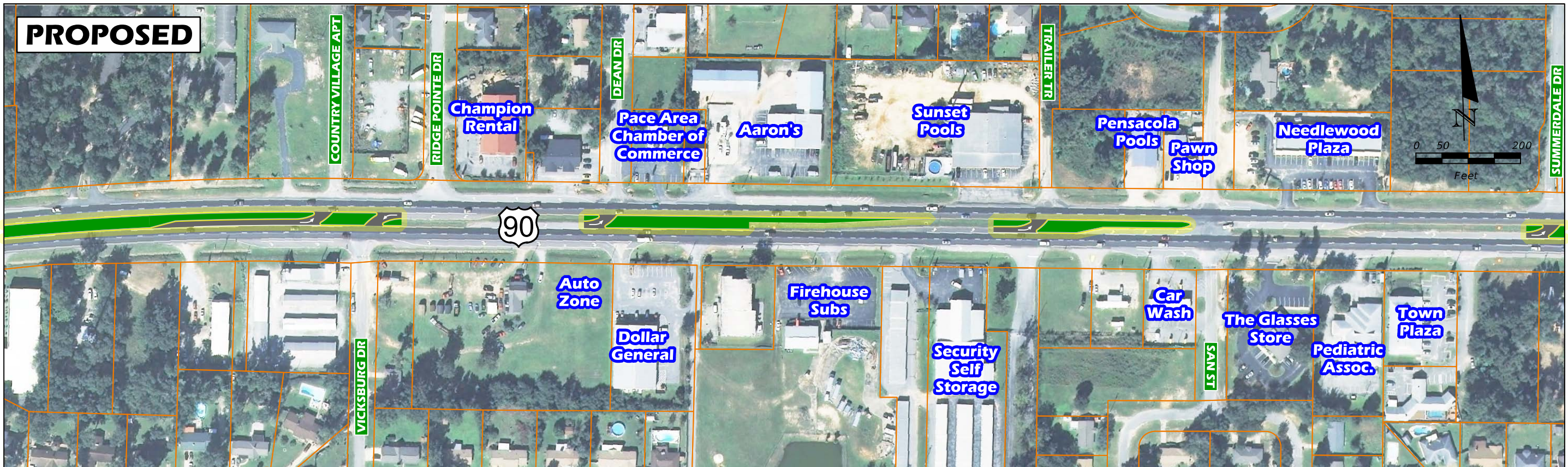
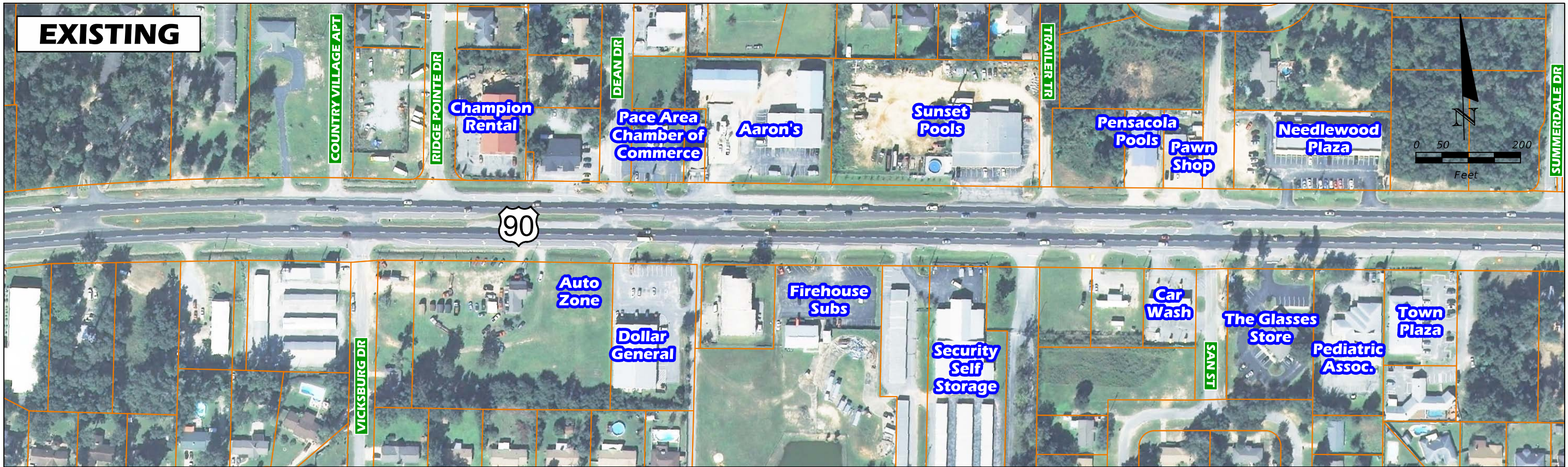
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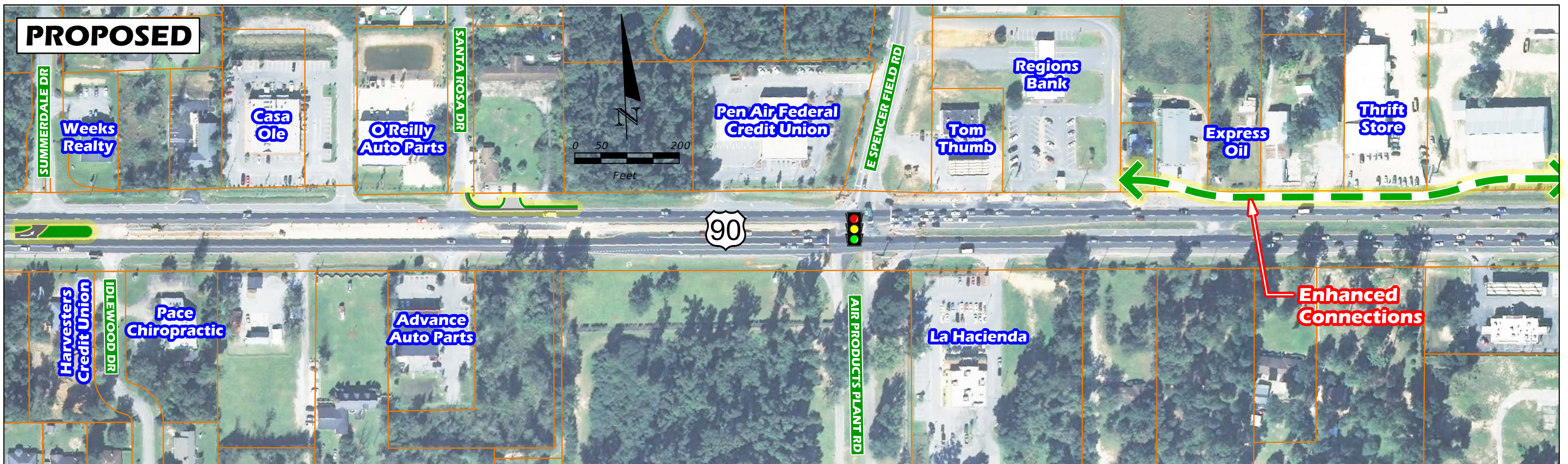
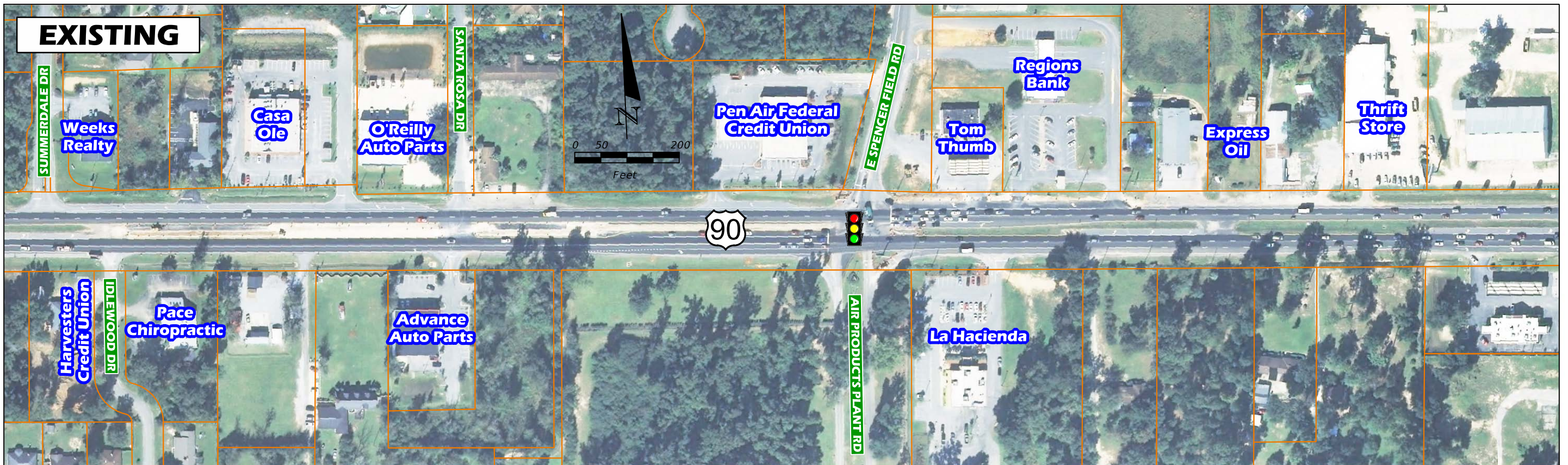


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 **PROPOSED ROADWAY**

 **PARCEL BOUNDARY**

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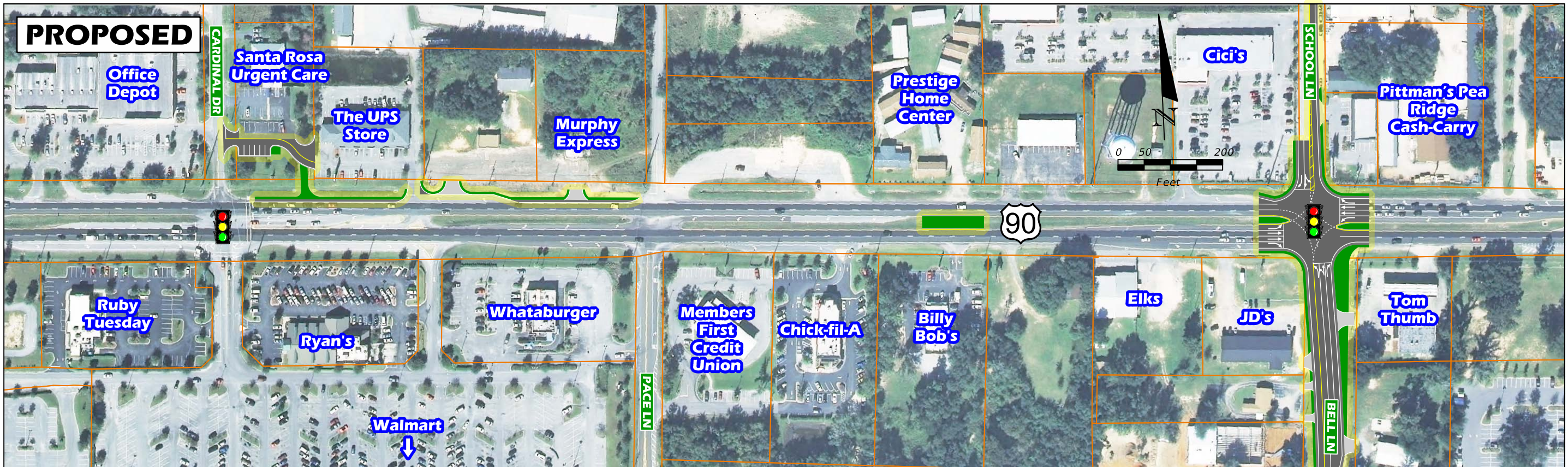
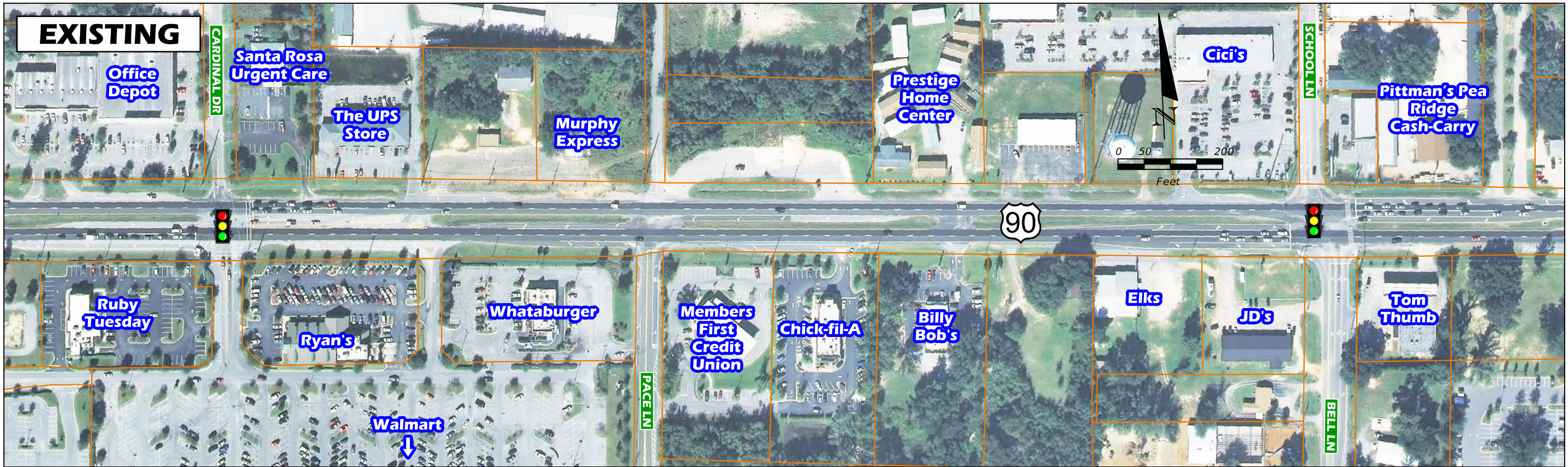
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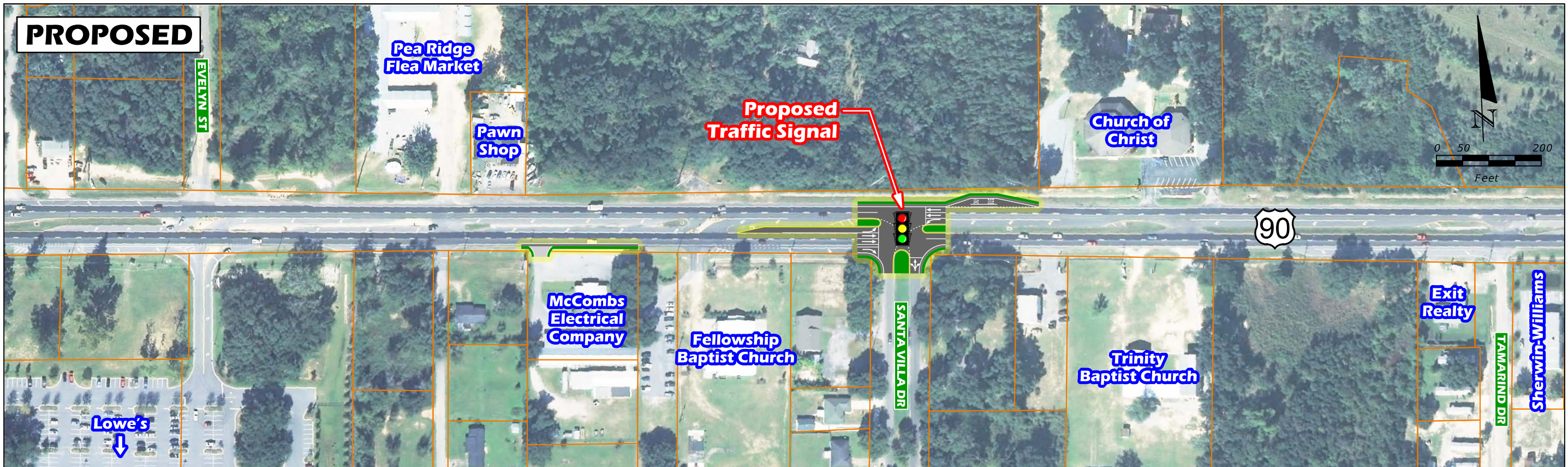
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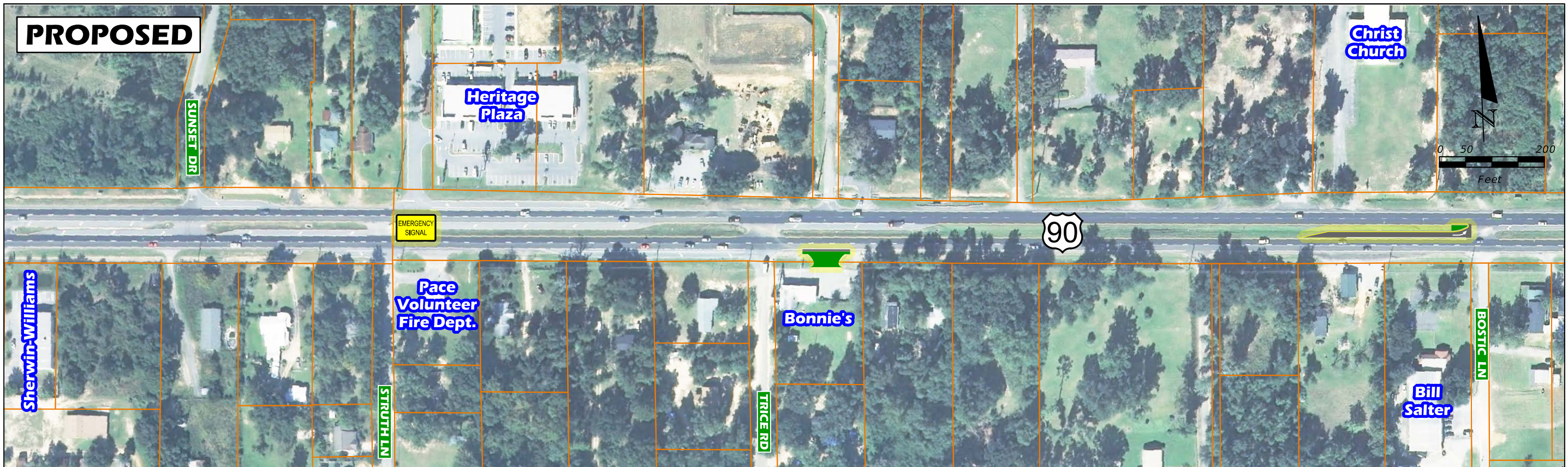
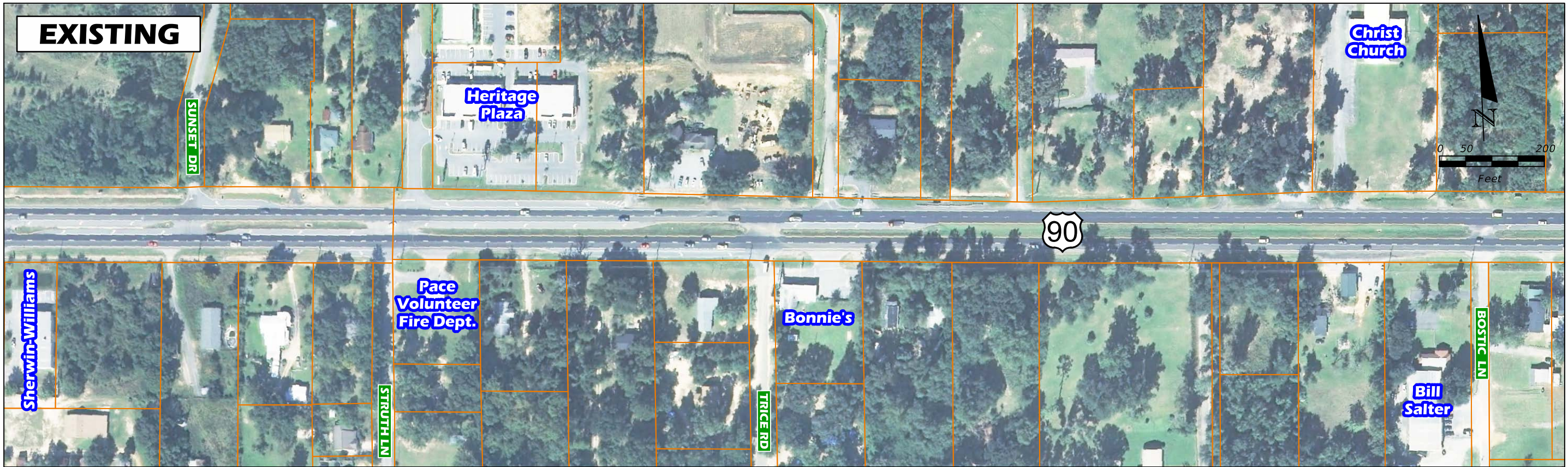
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 **PROPOSED ROADWAY**

 **PARCEL BOUNDARY**

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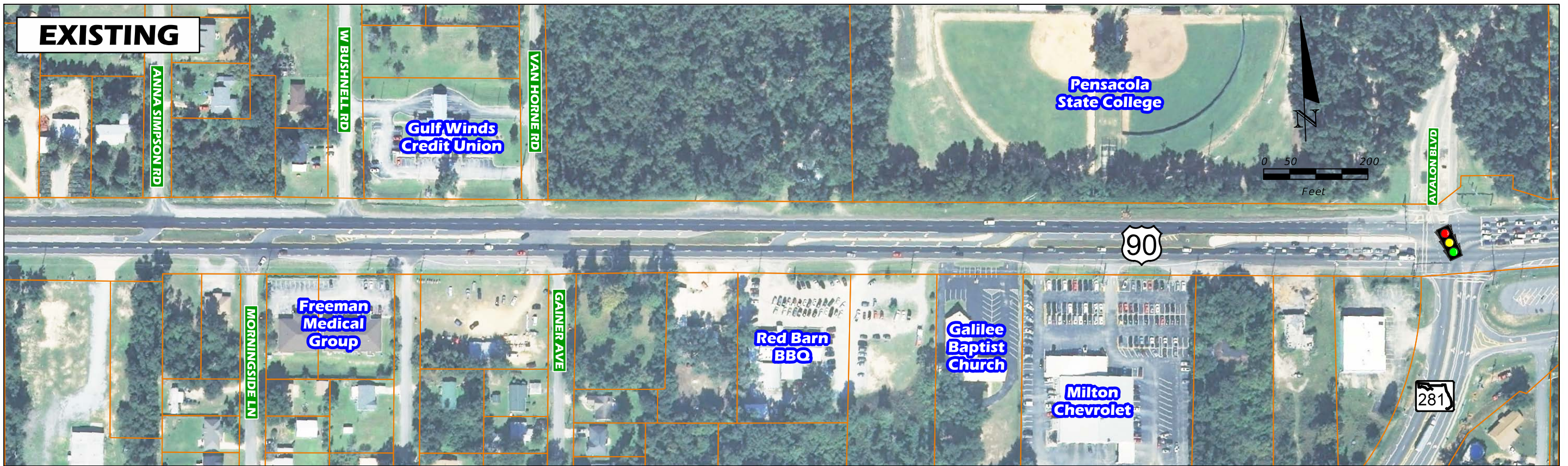
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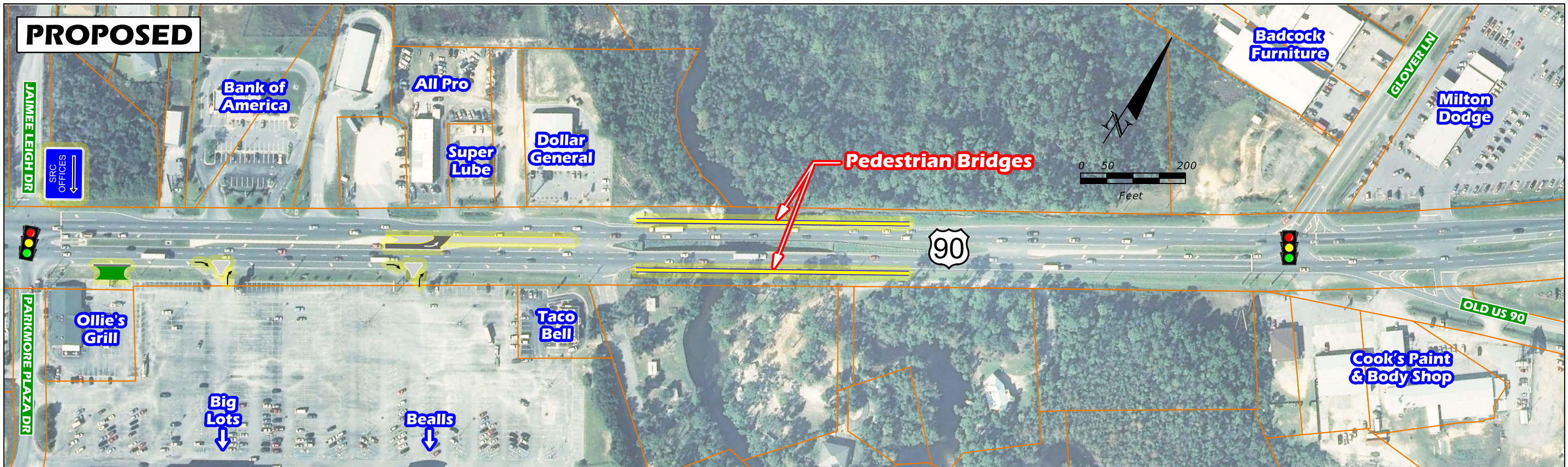
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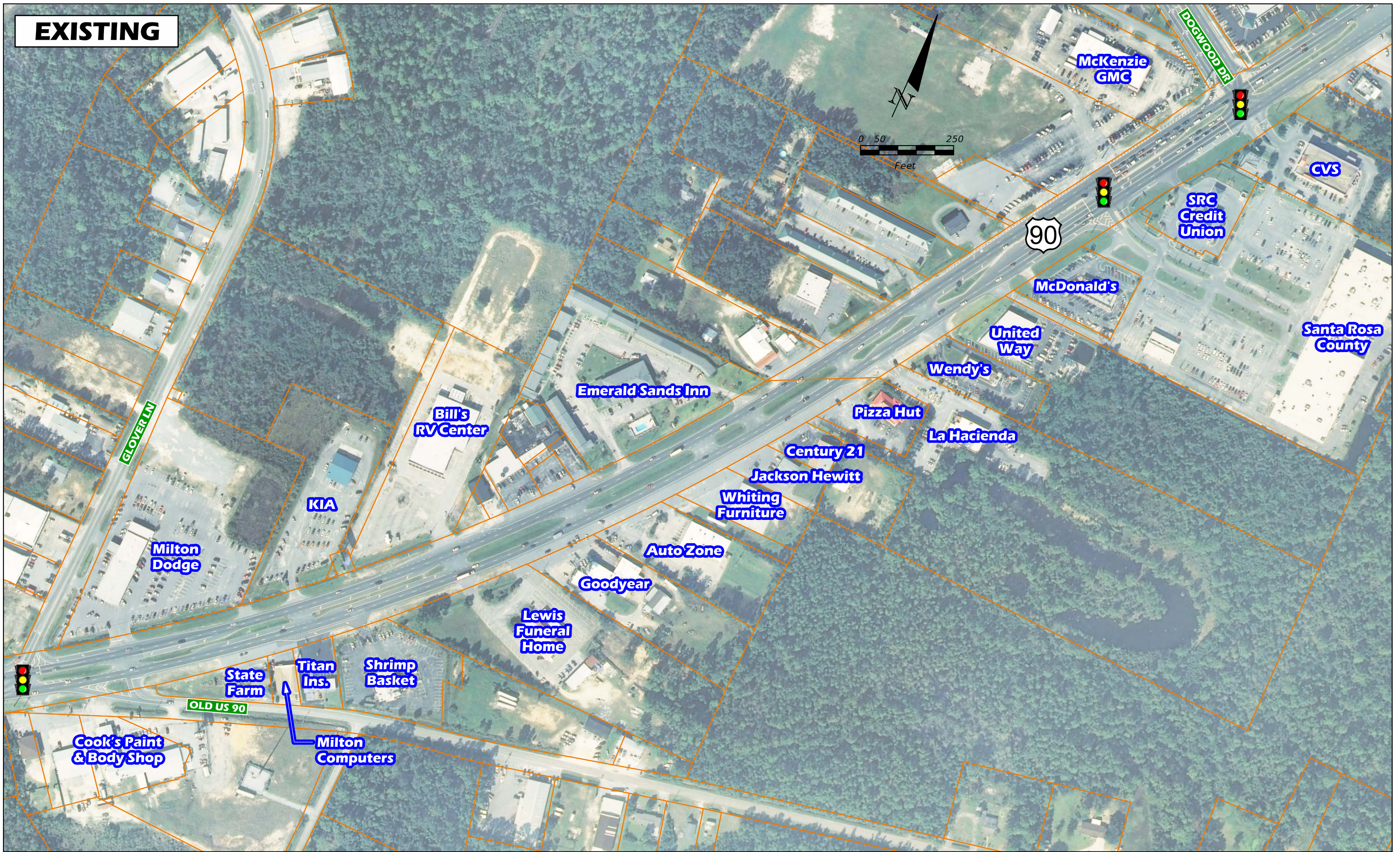








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 **PROPOSED ROADWAY**  
 **PARCEL BOUNDARY**

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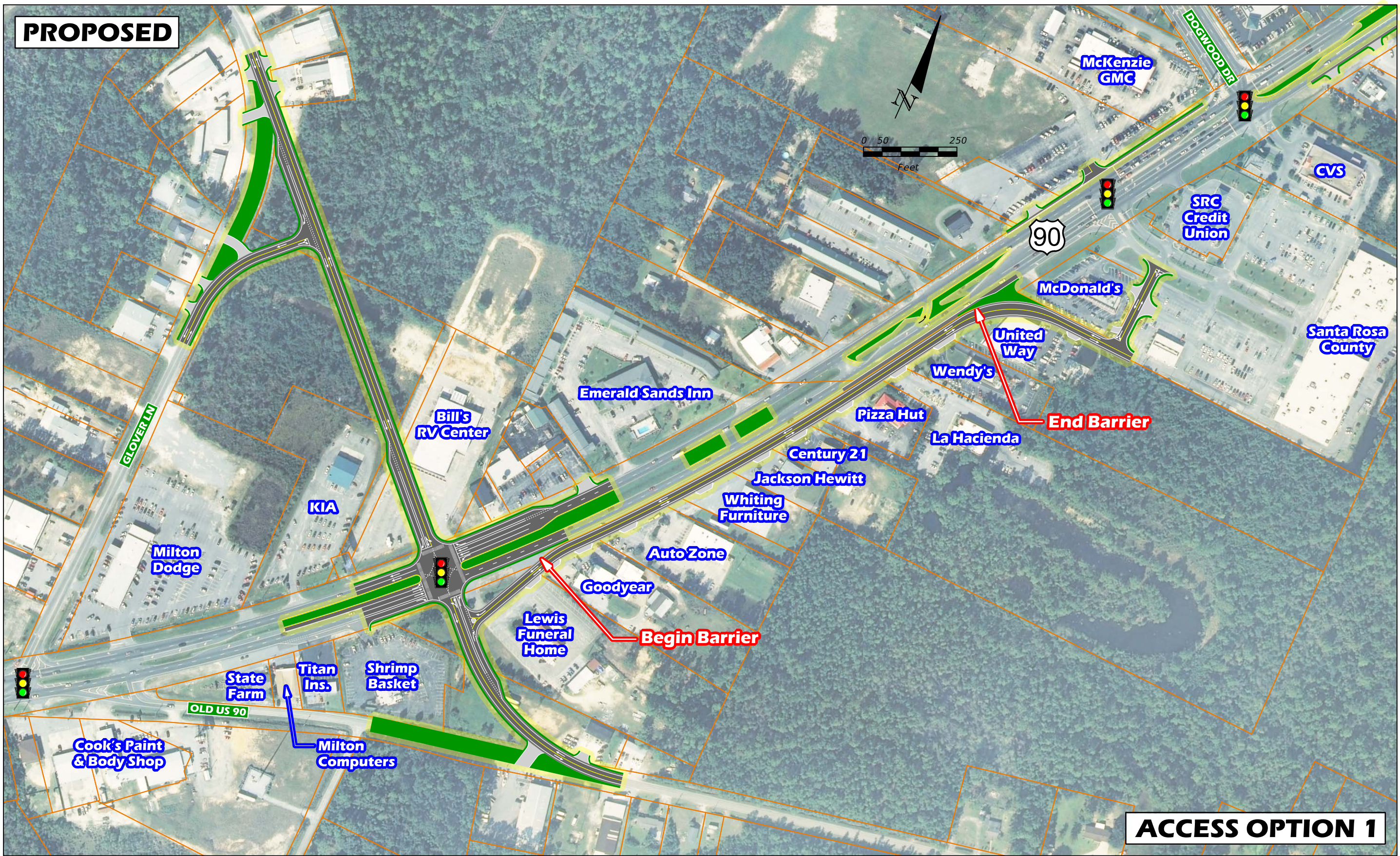
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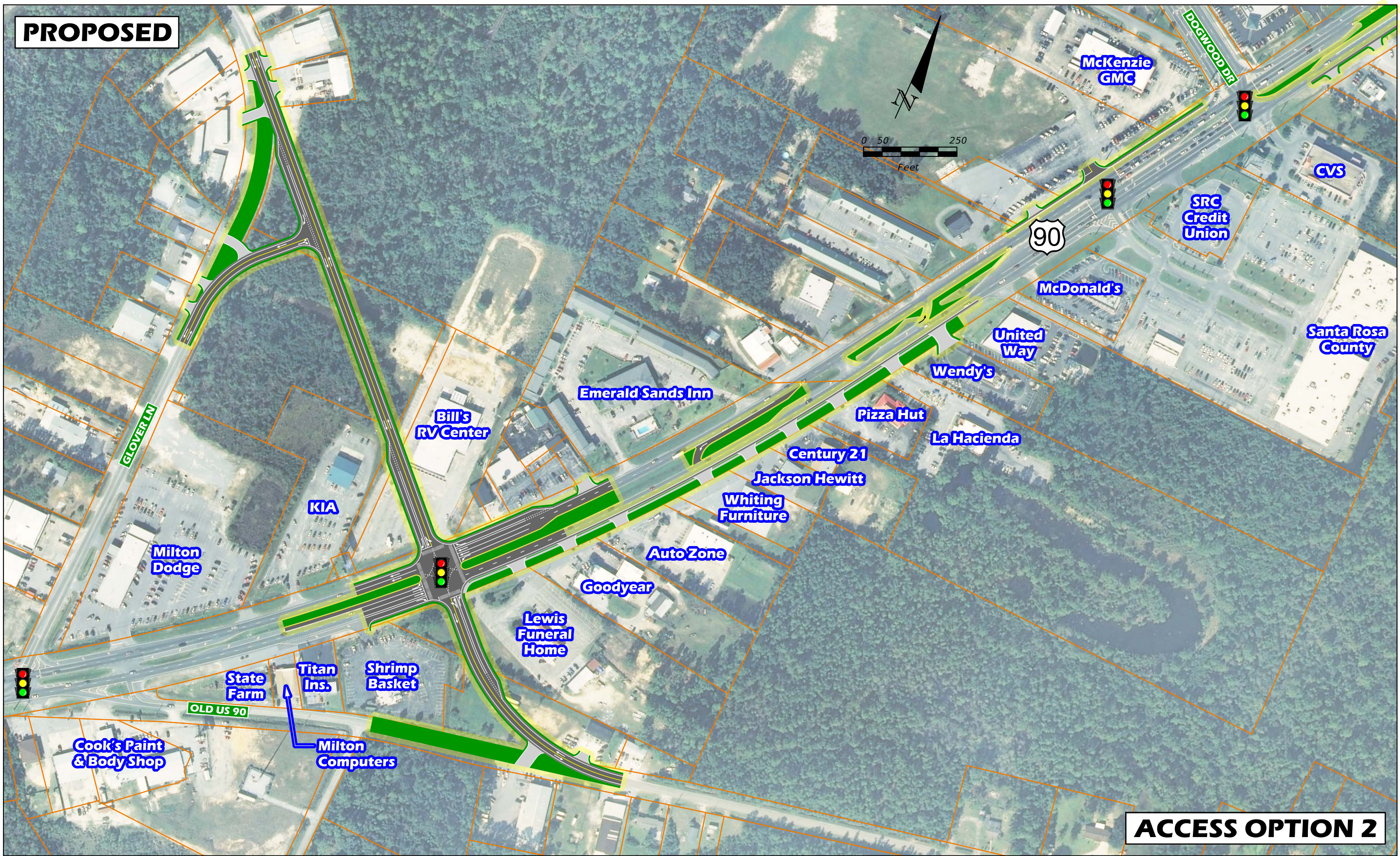
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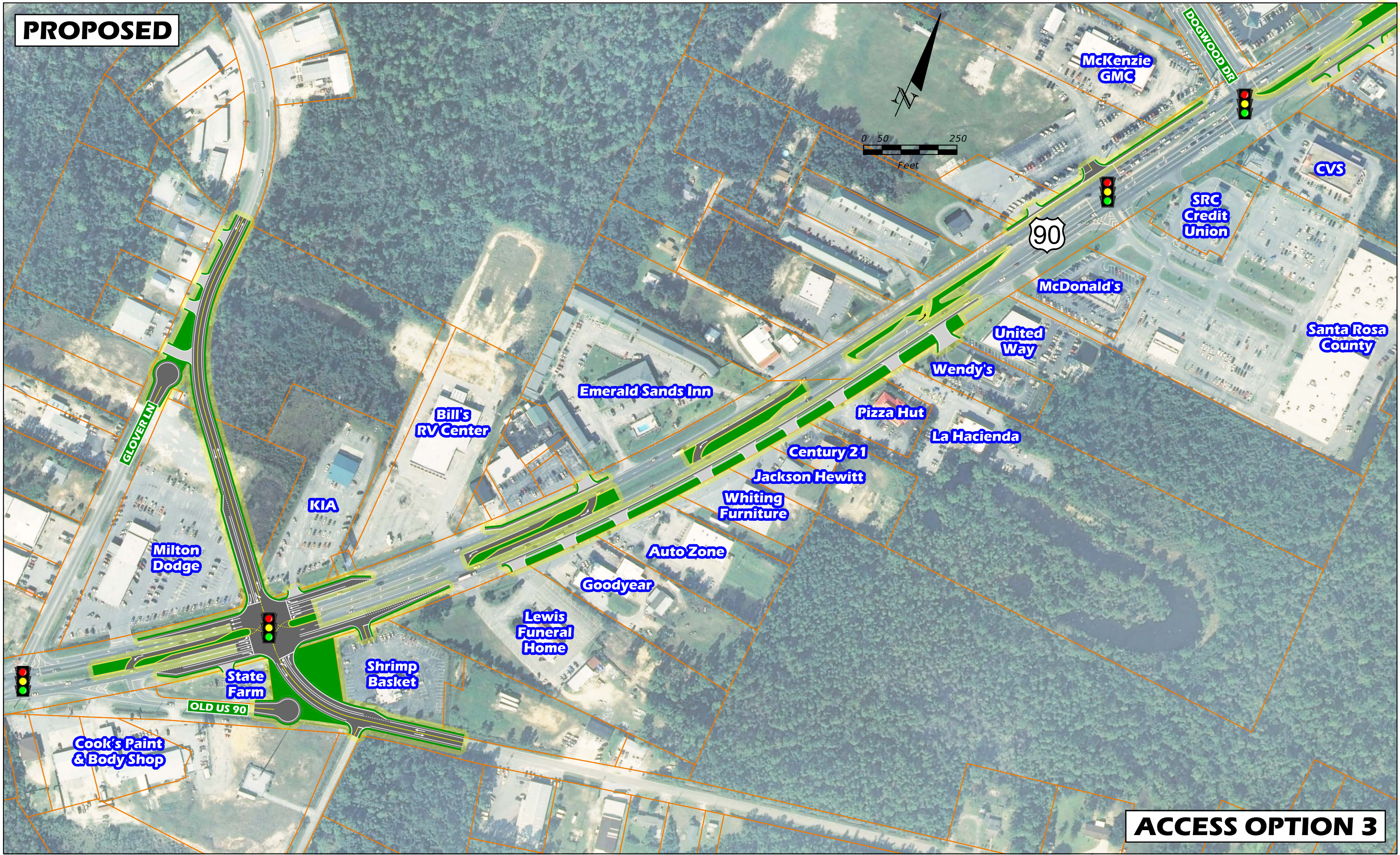
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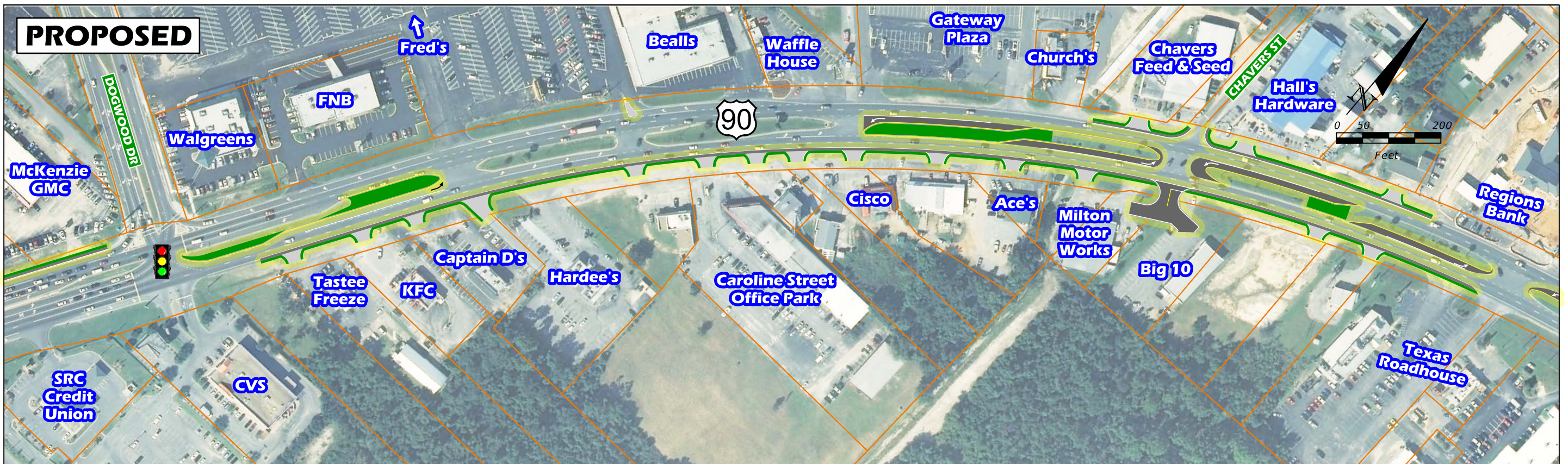
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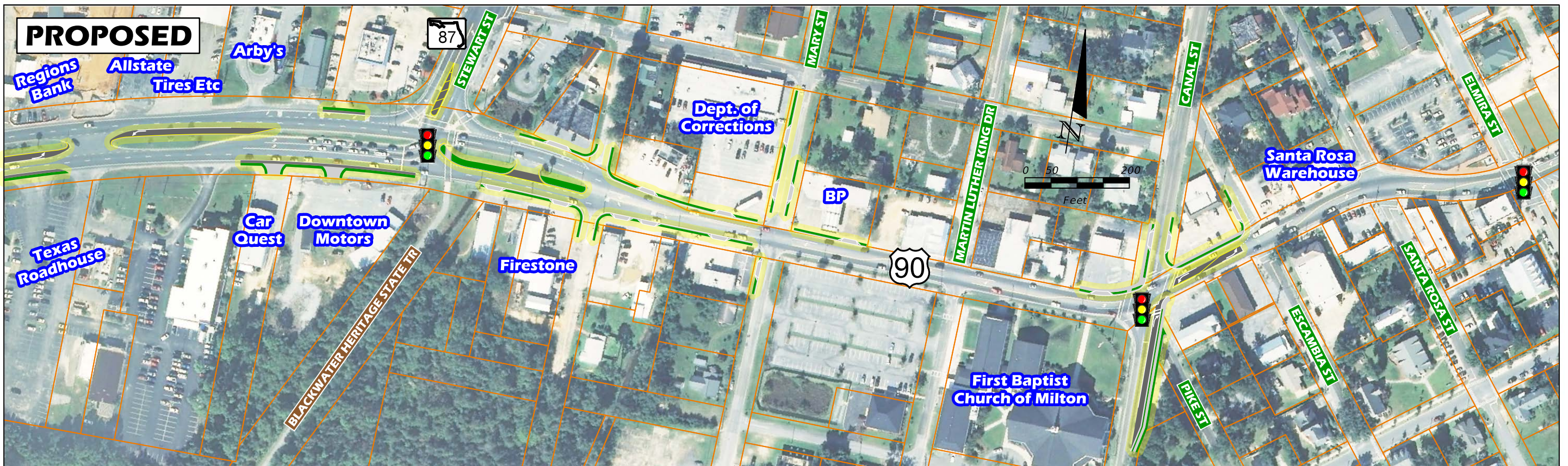


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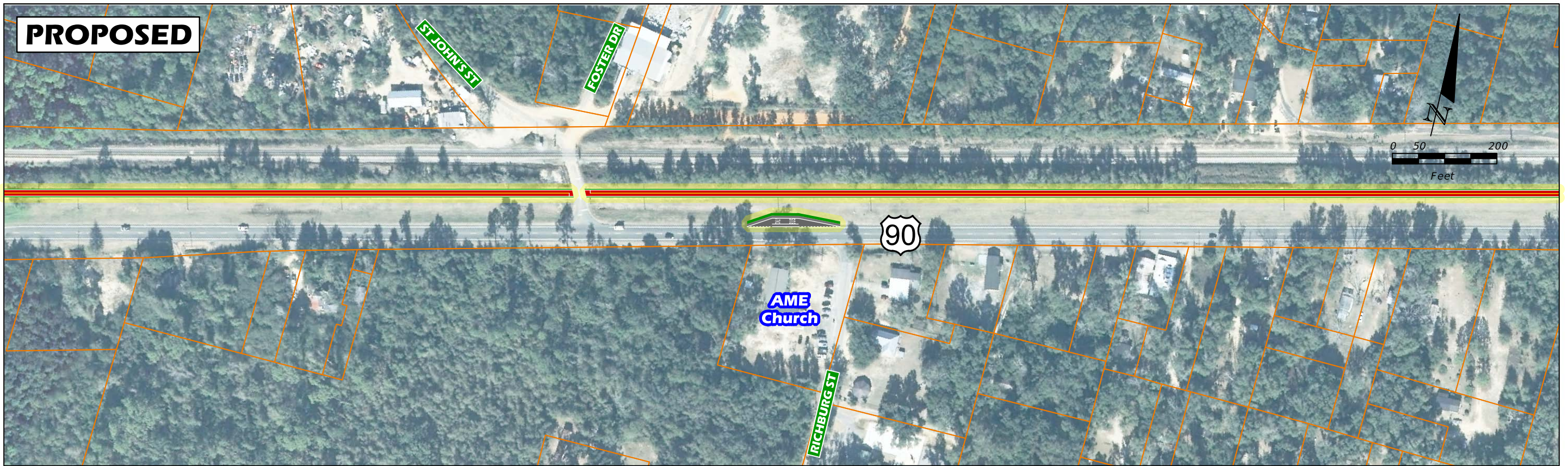




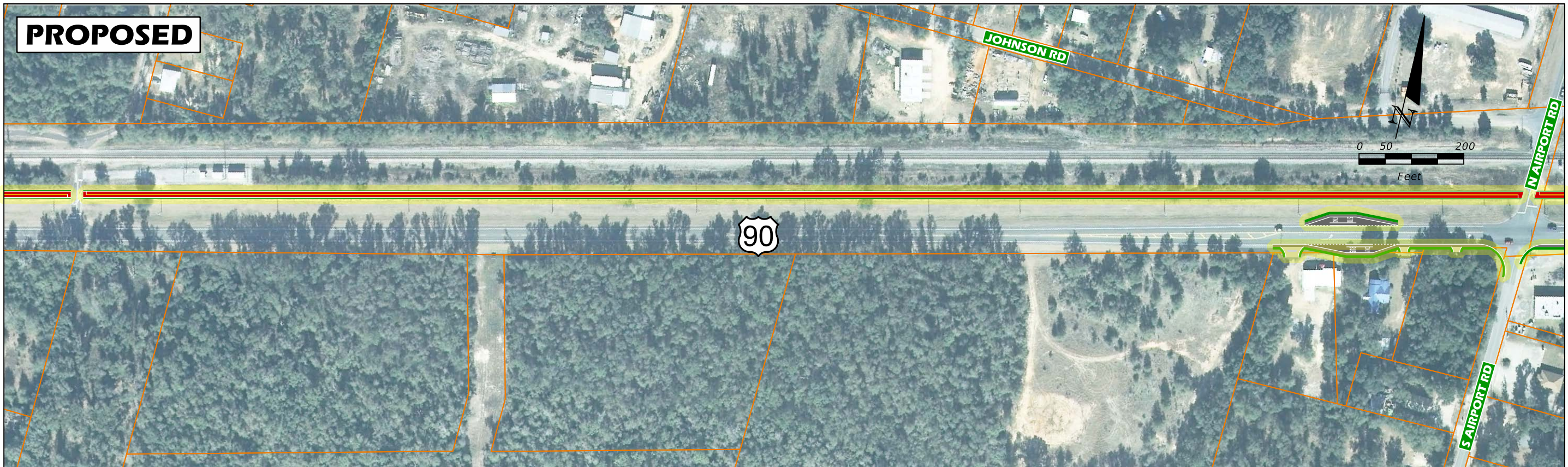
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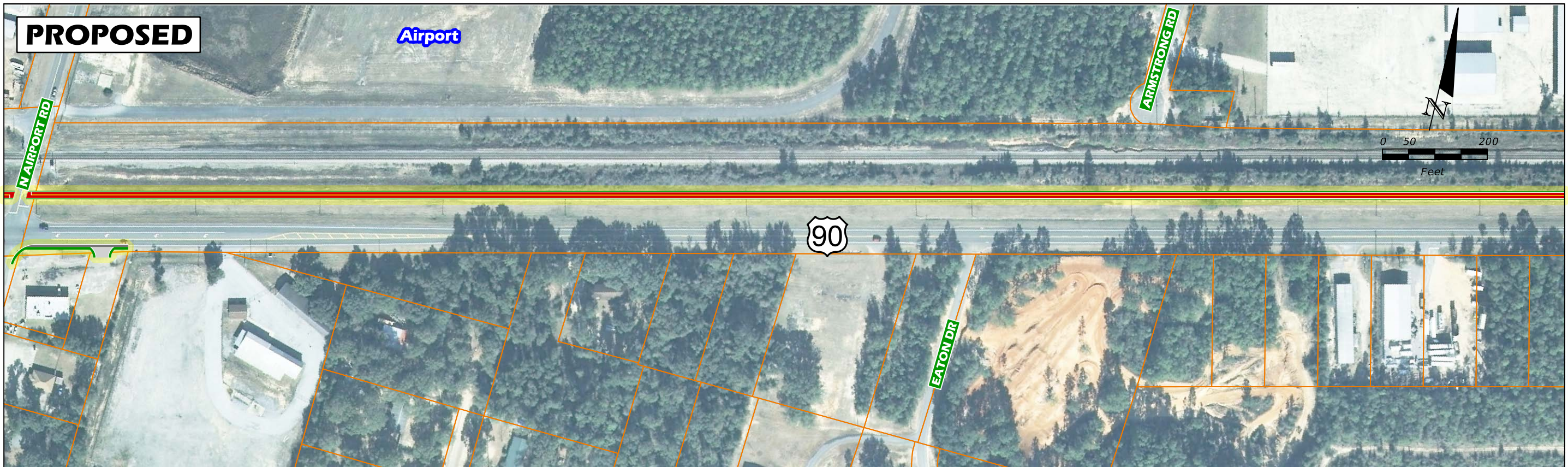






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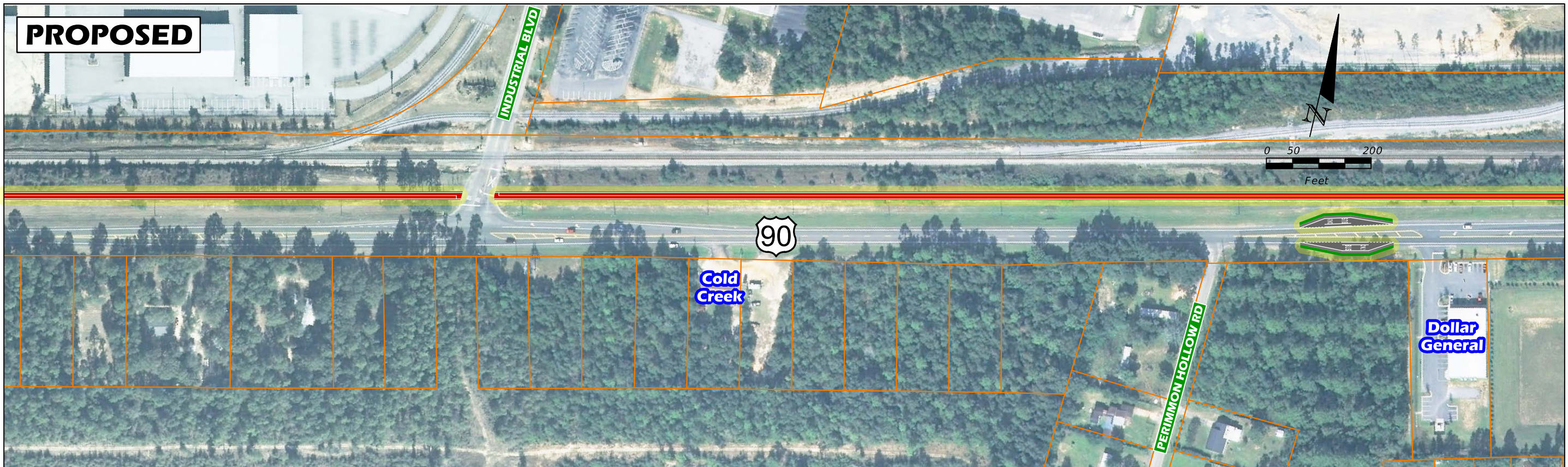
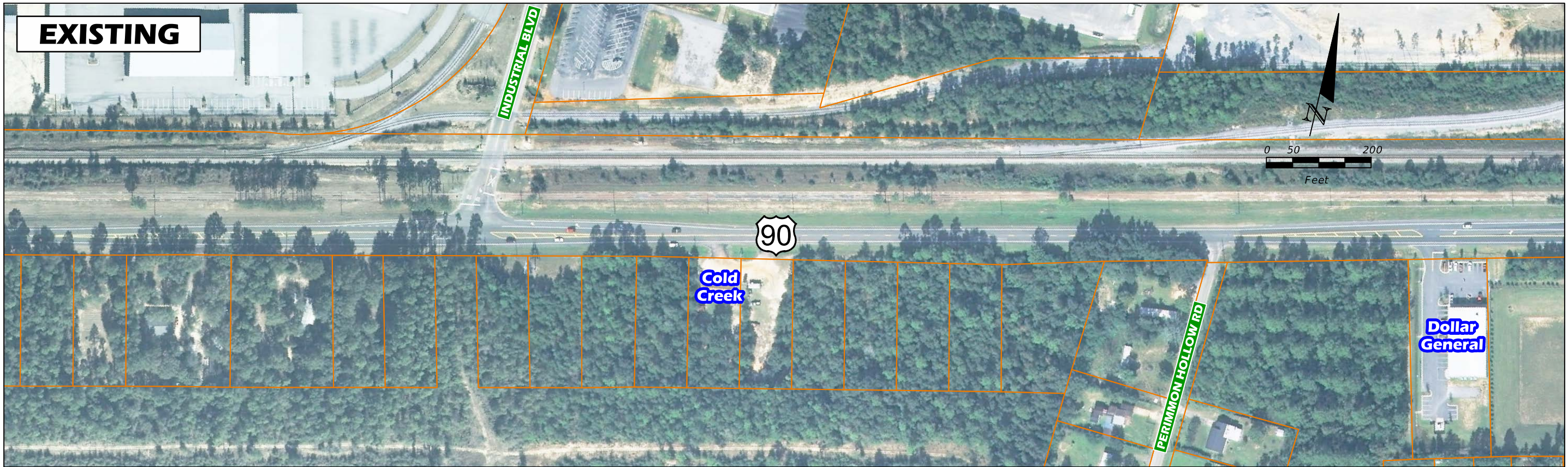
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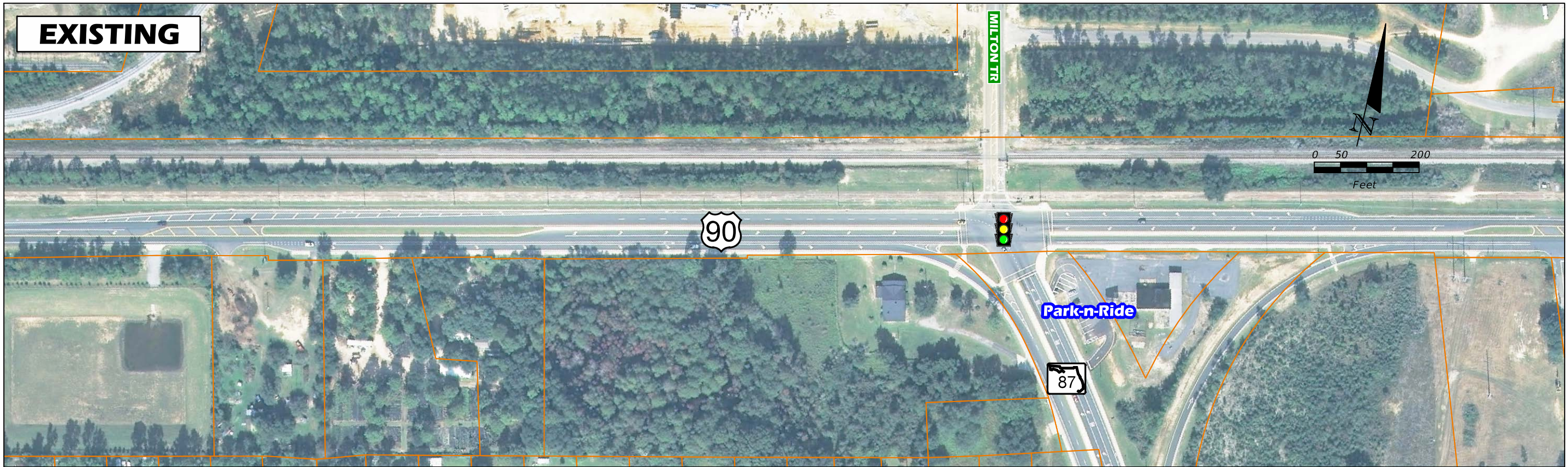
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-  **PARCEL BOUNDARY**





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VII. COSTS ESTIMATES

Generalized cost estimates were determined for the majority of the improvements recommended as part of the corridor management plan. These cost estimates were determined using the FDOT District III generalized cost estimates in conjunction with cost estimates that were interpolated from the original corridor management plan by using the FDOT present day cost multiplier. It was assumed that individual median openings, driveway modifications or intersection improvements would be completed at the same time. Therefore the corridor was divided into segments and the costs of the total improvements to each segment were calculated. Potential right of way acquisition is not included in these costs estimates. Generalized costs per segment are summarized in Table 7-1. The number of improvements by type is summarized in Table 7-2.

| Table 7-1 Generalized Costs for Improvements |                       |                    |             |
|--|-----------------------|--------------------|-------------|
| Segment                                      | From                  | To                 | Total Costs |
| 1  | Escambia River Bridge | Chumuckla Highway  | \$708,400   |
| 2  | Chumuckla Highway     | East Spencer Field | \$449,600   |
| 3  | East Spencer Field    | Santa Villa Drive  | \$317,494   |
| 4  | Santa Villa Drive     | Avalon Boulevard   | \$767,094   |
| 5  | Avalon Boulevard      | Dogwood Drive      | \$1,237,900 |
| 6  | Dogwood Drive         | Stewart Street     | \$975,000   |
| 7  | Stewart Street        | Ward Basin Road    | \$952,400   |
| Grand Total                                  |                       |                    | \$5,407,888 |

The intersection realignments of US90 and Glover Lane as well as US 90 and Bell Lane were not included in the cost estimates for their respective segments. These projects are larger, more costly projects that will require more detailed study which is outside the scope of this corridor management plan.

Table 7-2 Improvements Inventory by Segment

| Segment | Median Closure | Remove Turn Lane | Add Directional Median | Narrow Driveway | Close Driveway | Add Left turn lane | Add right turn lane | Extend Turn Lane | Bus pullout | Signal Installation | Ped Bridges |
|---------|----------------|------------------|------------------------|-----------------|----------------|--------------------|---------------------|------------------|-------------|---------------------|-------------|
| 1       | 1              |                  |                        | 7               |                | 3                  | 2                   |                  | 1           |                     |             |
| 2       | 1              | 3                | 2                      | 1               |                |                    |                     |                  | 2           |                     |             |
| 3       | 1              |                  |                        | 4               | 1              |                    |                     |                  |             | 1                   |             |
| 4       |                |                  | 1                      | 4               | 1              | 1                  | 1                   | 1                | 2           | 1                   |             |
| 5       |                | 1                | 3                      | 1               | 1              |                    |                     |                  |             |                     | 2           |
| 6       | 1              | 1                | 1                      | 20              | 1              | 5                  |                     | 1                |             |                     |             |
| 7       |                |                  |                        | 23              |                |                    | 1                   |                  | 5           |                     |             |



## VIII. REVIEW OF CORRIDOR PROTECTION AND ENHANCEMENT STRATEGIES

Effective corridor management practices seek to integrate the mobility needs of the transportation system with the access needs of adjacent properties. Because land use and transportation are so closely related, it is vital that they be highly coordinated in order to create a functional and efficient corridor. The 2001 Corridor Management Plan identified several corridor protection strategies that can be implemented along the US 90 corridor. They are as follows:

- Right of Way Preservation and Acquisition
- Building Restrictions
- Permitting of temporary interim uses
- Setback requirements
- Development Review Procedures
- Cluster Zoning and Transfer of Development Right (TDR)
- Overlay Zones
- Variances
- Dedications and Exactions
- Eminent Domain
- Lot Size and Setbacks
- Shared access and frontage roads
- Reverse Frontage

Since the completion of the original corridor management plan, the City of Milton has adopted a Transportation Corridor Overlay District. This overlay district is a policy framework that seeks to improve the efficient operation of traffic in and around the City of Milton, promote the general health, safety and welfare of the community, promote safe and efficient movement within the Overlay District for all modes of transportation and establish innovative development projects with the Overlay District, create an attractive gateway that is aesthetically appealing and environmentally responsible and to establish consistent design standards for public improvements and private property development.

The Overlay District sets forth property development standards within the district boundaries including:

- Prohibited Uses
- Special Uses
- Ground Floor Area Limitations
- Lot standards
- Access Management Standards
- Landscaping Standards
- Environmental Controls (stormwater management, parking lot landscaping)
- Parking Requirements
- Dumpster standards
- Lighting
- Architectural Standards



In addition to these property development standards, the Overlay District also sets forth the following public improvement standards:

- Street Standards
- Requirement for underground utilities along all street frontages
- Network Standards (connectivity and vehicular access)
- Connectivity between adjacent developments and developable parcels
- Crosswalks