

S.R. 187 (U.S. 331) PD&E

Financial Project Numbers: 433743-2-22-01 and 433743-3-22-01

Presented to:

**Environmental Technical
Advisory Team (ETAT)**

District Three

Presented by:

***Florida Department of
Transportation
and***

Parsons Brinckerhoff

September 24, 2015

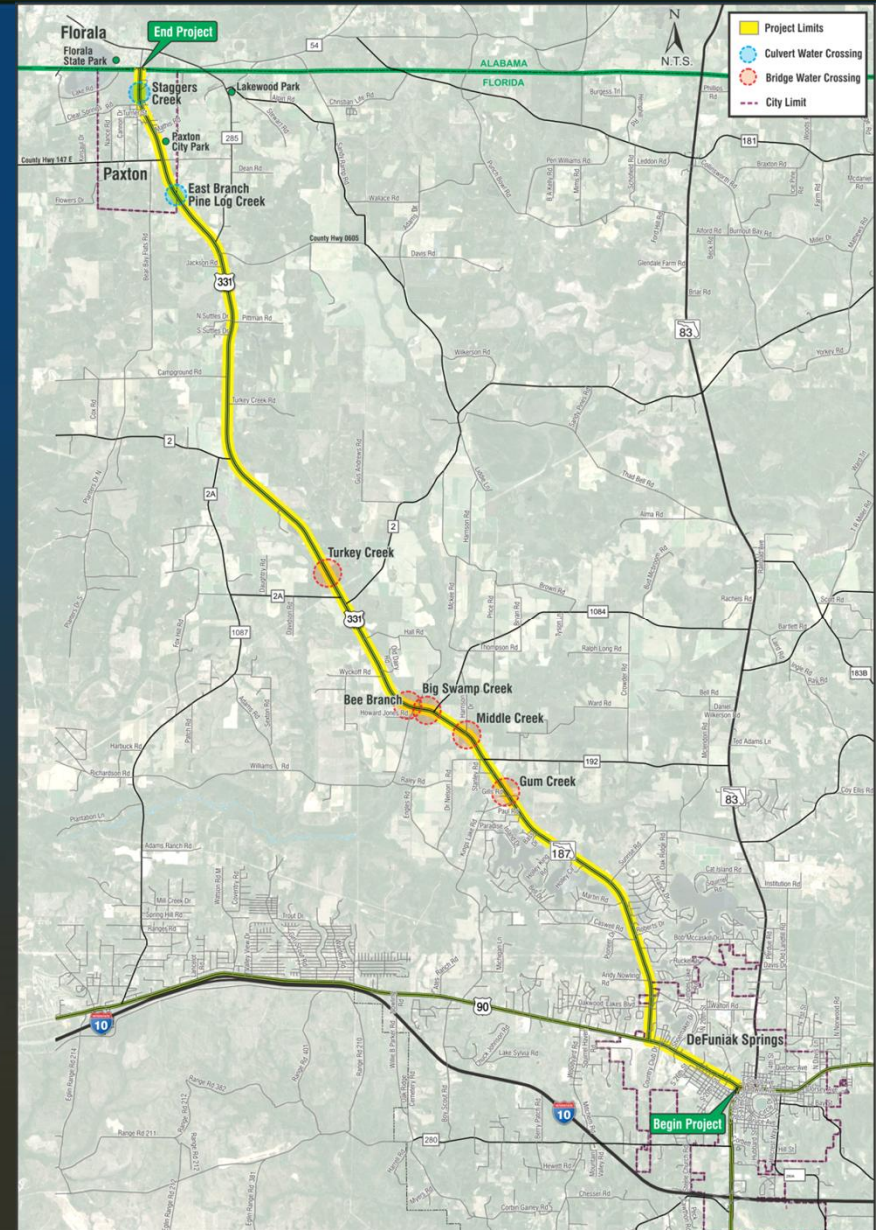


- Peggy Kelley, FDOT Project Manager
- Ralph Bove, Consultant Project Manager
(Parsons Brinckerhoff)
- Provide Update on PD&E Study
- Project separated into 2 segments
 - FPID #433743-3: Coy Burgess Loop Road to U.S. 90
 - FPID #433743-2: U.S. 90 to Alabama State Line

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- The map displays the proposed route for the DeFuniak Springs Bypass. The route is highlighted in yellow, starting from the south near Interstate 10 and heading north. Key landmarks include the 'Begin Project' and 'End Project' markers, major roads like US Highway 90, and local streets such as S Main St and S 1st St. A north arrow is present in the top right corner.

Project Description/Location

- FPID #433743-2, Northern Segment
- U.S. 90 to Alabama State Line
 - 23.4 miles
 - Existing four-lane divided and two-lane facility
 - Communities of Liberty and Paxton
 - State funding for Study
 - Seeking Federal Action
 - Anticipate Environmental Assessment

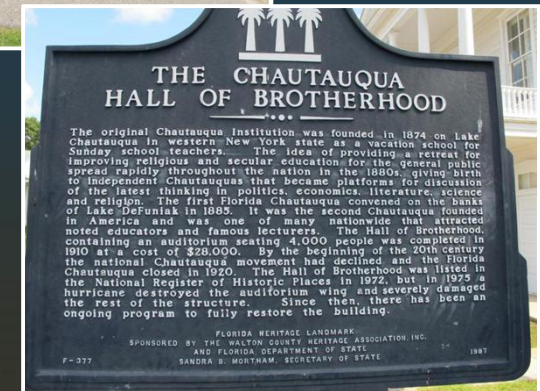


- Strategic Intermodal System (SIS) facility
- Designated evacuation route
- Low to medium density residential, commercial and agricultural land uses
- DeFuniak Springs Historic District
- DeFuniak Springs Municipal Airport



Project Description/General

- Parks and recreational facilities
 - Wayside Park in DeFuniak Springs
 - Lakewood Park
 - Adams Park/Paxton Ball Field Complex & Football Field
 - Gene Hurley Park
- Numerous religious facilities & other community facilities
- CSX railroad overpass
- Seven named water crossings

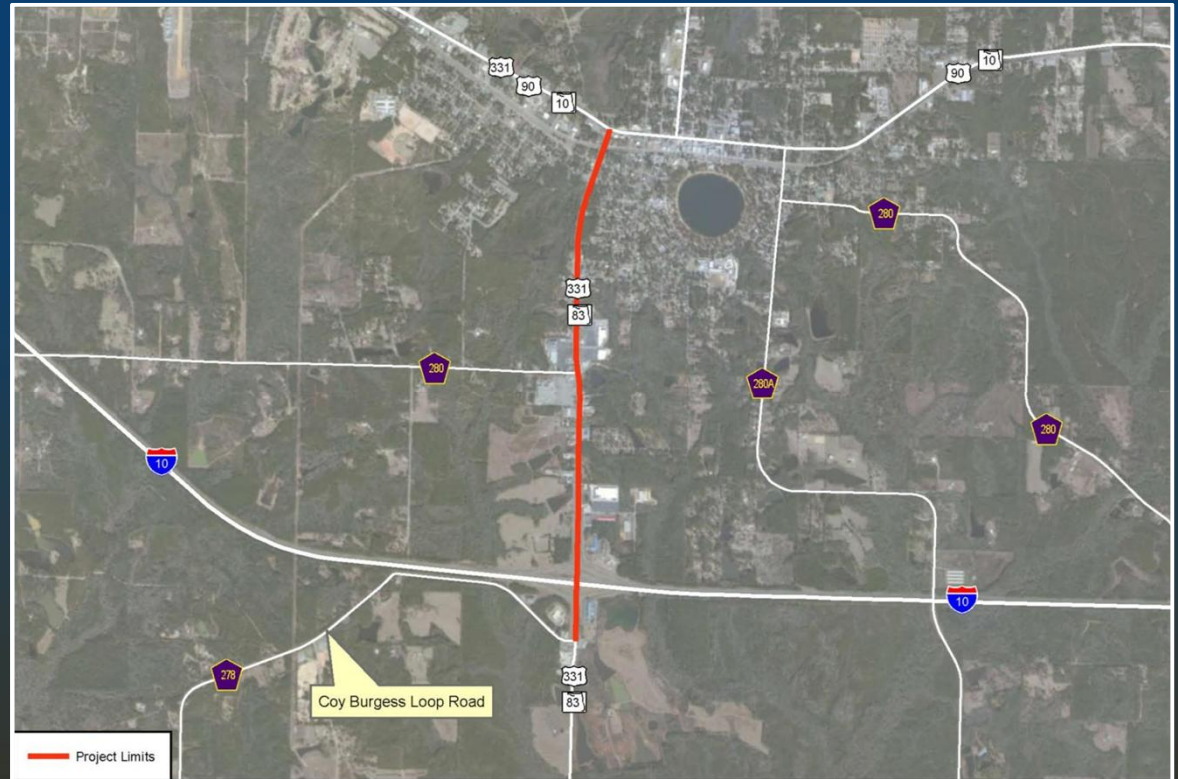


Purpose & Need

- Traffic queuing and intersection delay issues
- Enhance safety and improve traffic flow along the corridor
- Improve operations and functionality
- Intermodal relationships (provide sidewalks & bike lanes and accommodate potential transit)
- System continuity
- Plan consistency (identified as a need in LRTP)
- SIS facility
- Emergency evacuation

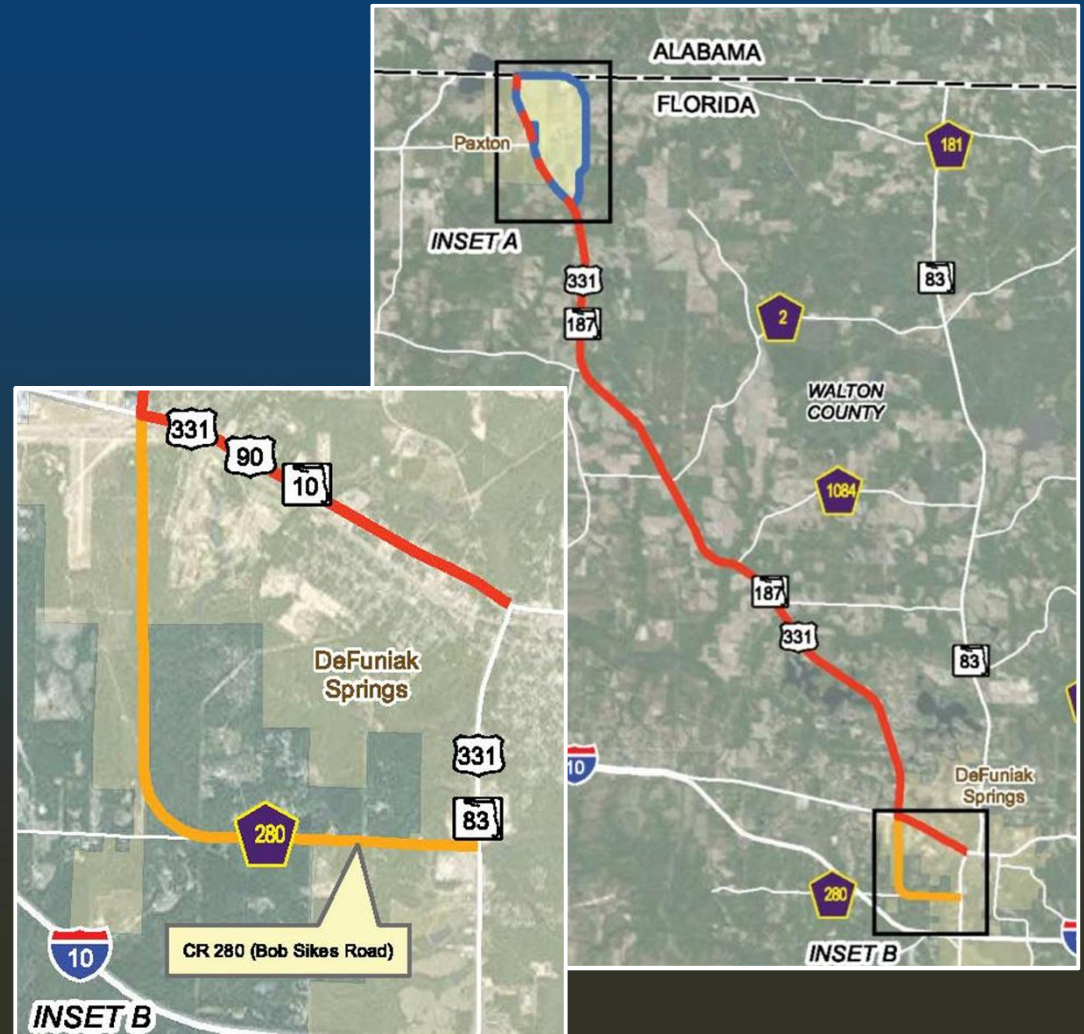
Degree of Effect Alternative 1

- Moderate
 - ▶ Farmlands
 - ▶ Historic & Archaeological Sites
- Minimal
 - ▶ All other issues



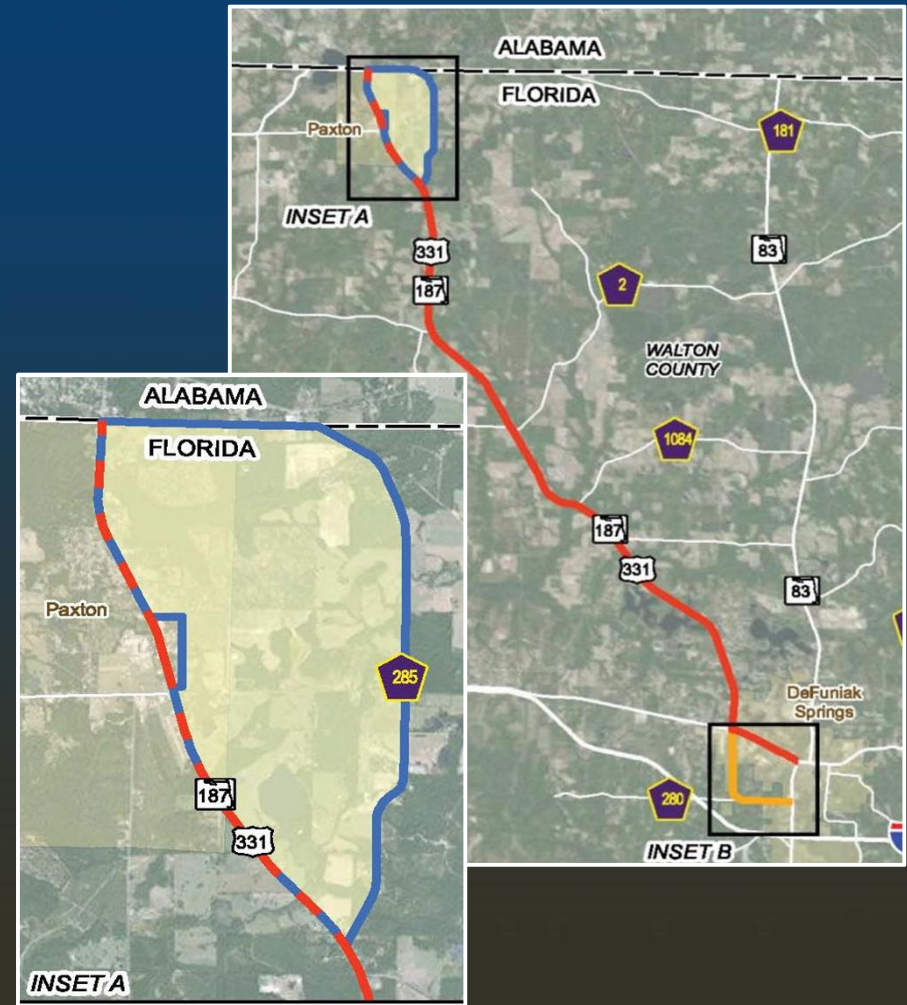
Degree of Effect Alternatives 1 and 2

- **Substantial**
 - Land Use Changes
 - Wildlife & Habitat
- **Moderate**
 - Social
 - Farmlands
 - Wetlands
 - Contamination
 - Special Designations
- **Minimal**
 - All other issues



Degree of Effect Alternative 3

- Substantial
 - ▶ Land Use Changes
 - ▶ Farmlands
 - ▶ Special Designations
- Moderate
 - ▶ Historic & Archaeological
 - ▶ Wetlands
 - ▶ Contamination
- Minimal
 - ▶ All other issues



- **Capacity improvements**
 - ▶ Upgrade existing four-lane segments (median modifications, sidewalks, bike lanes)
 - ▶ Widen existing two-lane segment
- **Traffic operations**
 - ▶ Improve intersection geometry (turn lanes)
 - ▶ Improve signal timings
 - ▶ I-10 interchange
- **Potential re-alignments**

- Study restarted June 1, 2015
- 21 months for FPID #433743-3
- 24 to 30 months for FPID #433743-2
- Current activities:
 - Develop and evaluate alternatives (through 2015)
 - Alternatives Public Meetings (first quarter 2016)
 - Agency coordination (on-going)

Questions and Comments

Thank you!