



County Road 30A Traffic Study Update- Phase II Walton County, Florida

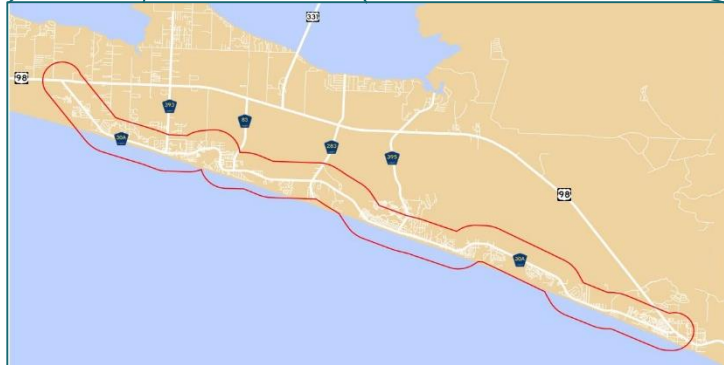
An extension of the traffic growth projections and traffic operational recommendations made previously under the updated study. This phase of the study process examines the potential constraints and impacts which may be incurred by further developing the recommendations of the previous report. Furthermore, the Phase II process seeks to identify the key stakeholders and groups with interest in the project development process. The outcome of Phase II is to recommend the appropriate process by which to further develop any potential alternatives.

Rosemary Beach, Florida

11 July 2017

Phase II Update

ATKINS



Phase II Purpose

- Continue to vet alternatives
 - Evaluate Seacrest Extension
 - Evaluate potential for impacts
 - Identify key agencies and stakeholders
- Determine an appropriate means for project development
 - Level of impacts
 - Number of area stakeholders
 - Cost of construction
 - Potential funding sources



Project Area Stakeholders

- **Area Agencies & Stakeholders**
 - Walton County
 - Florida Department of Environmental Protection
 - Florida Forest Service
 - Northwest Florida Water Management District
 - Local Communities & Developments
 - Special Interest Groups & Community Associations
 - Local Residents & Commercial Shops
 - Utility Agencies & Owners

Seacrest Drive Extension

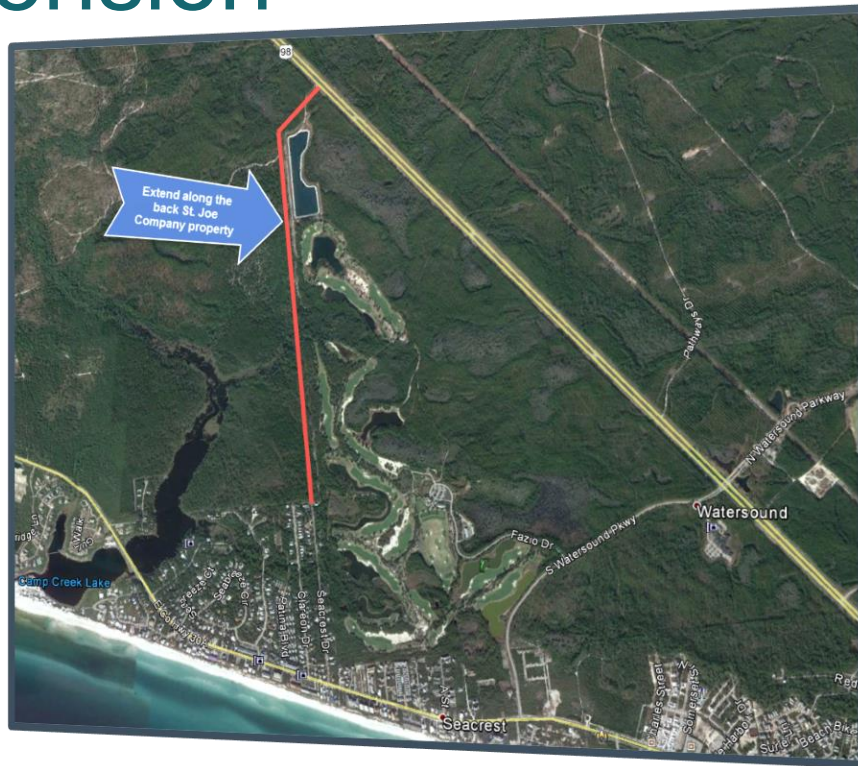
Additional Alternative

Potential Benefits

- Least impact on natural lands and wildlife
- Additional outlet to US98

Potential Detriments

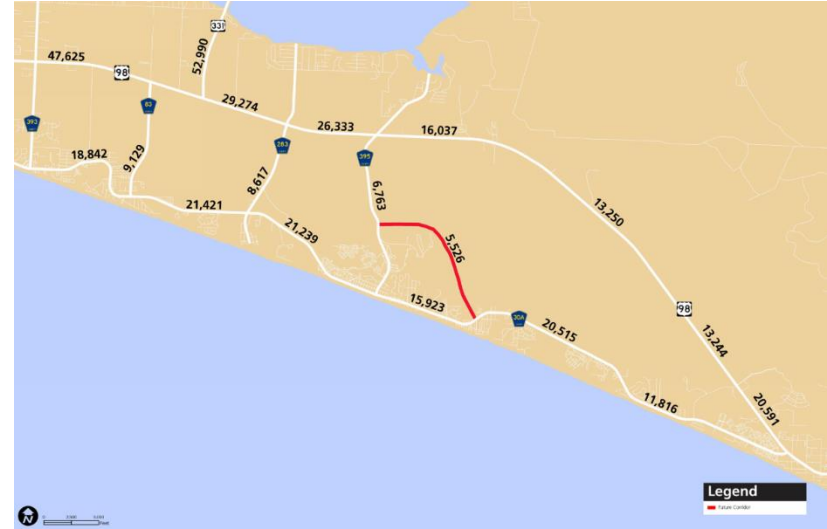
- Directs traffic through local residential street
- Does not provide congestion relief
- Duplicates Watersound Pkwy



Alternative 4- Further Exploration

Alternative 4

- East-west facility east of CR395 connecting to CR395
 - Relief to CR395 intersection
 - Improve emergency services access

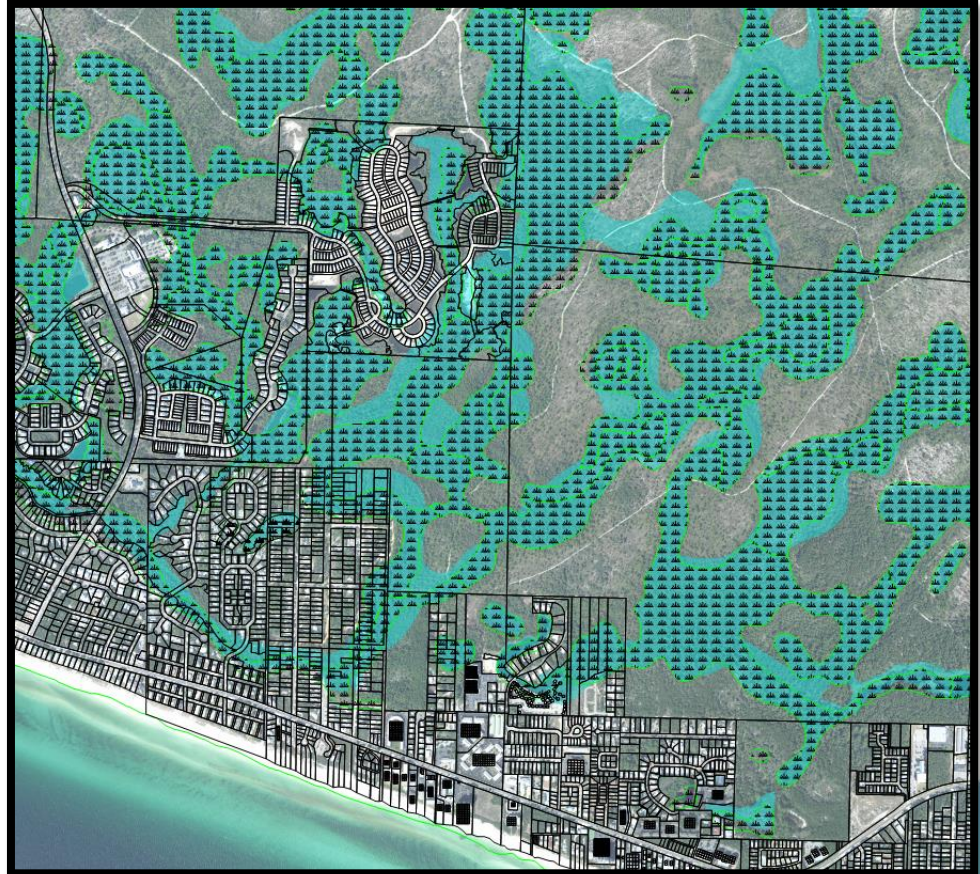


Corridor Analysis Maps

Process & Intent

Map Constraints

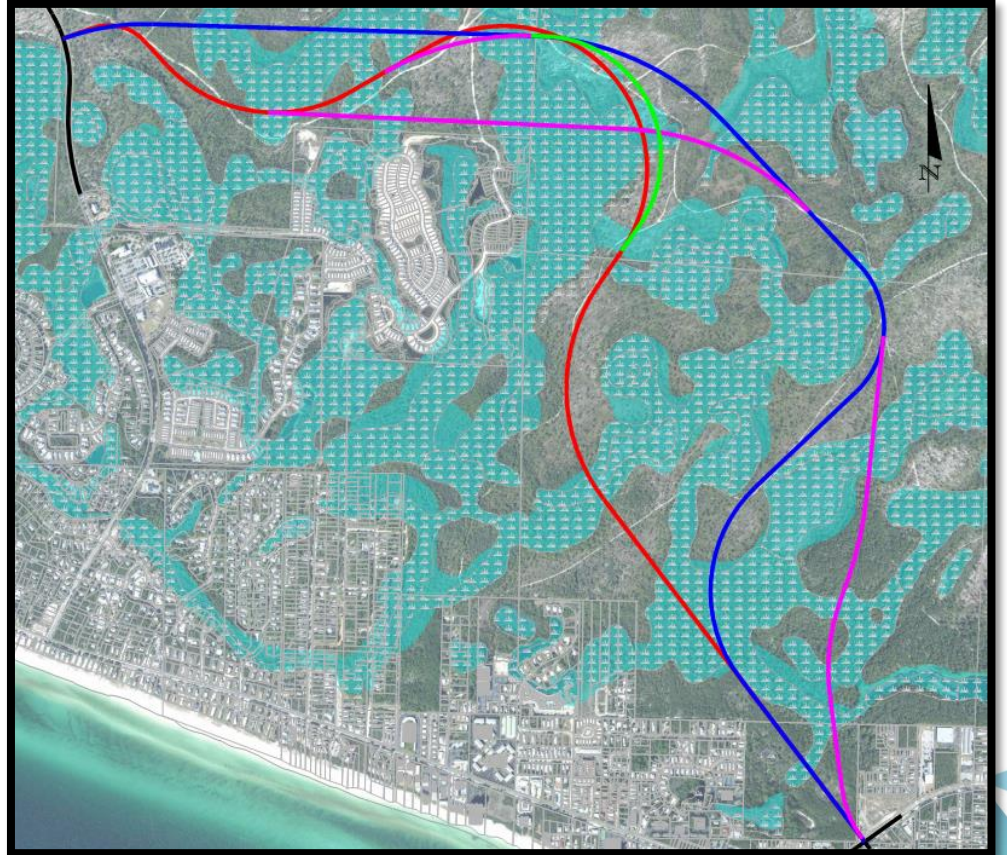
- GIS Resource Information
 - Forestry Lands
 - Residential Developments
 - Existing Roadway Networks
 - Wetland Areas
 - Floodplains
 - Critical Habitats



Process & Intent

Potential Alignments

- Reasonable Design Speed
 - 55 MPH
- Estimate Necessary Facilities
- Develop Alignment Alternatives
- Estimate Impacts
- Estimate Costs
- Evaluate Level of Effort



Process & Intent

Alignment 4A

- Land Impacts
 - 3.19 miles
- Estimate Necessary Facilities
- Develop Alignment Alternatives
- Estimate Impacts
- Estimate Costs
- Evaluate Level of Effort



Outcome

Environmental Assessment Levels

- Dictated by funding source and types of impacts
- Three Levels
 - Environmental Impact Statement (EIS)
 - Project Environmental Impact Report (PEIR)
 - Local Processes

Project Development Recommendations

Alternative 4 – new east-west facility connecting CR395 to CR30A east of Eastern Lake Road

- Improved access to CR395
- Improved emergency services response times
- Least amount of environmental impacts



Recommend the County follow the Project Environmental Impact Report methodology described in the FDOT PD&E Manual

Thank you

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