North-South Road Analysis Summary

See Pages F-4 and F-5, for model and manual forecasts for the North-South road and the alternative parallel roadway alignment.

Assumptions:

- Include a new North-South road connecting CR 30-A to US 98, located between CR 395 and WaterSound Parkway.
- No extension of this roadway is anticipated into St. Joe property or across the Intercoastal. Details on how/if a roadway extension could ultimately connect to Panama City's new Airport, SR 79, SR 81 or SR 20 are unknown. Long-term planning, being conducted independently for the US 98 Corridor Authority may include a future roadway, however, no route or model was available at the time of this study.
- Forecasts for the new roadway were originally to be conducted using the adopted Long Range Transportation Plan (LRTP) model. Due to limitations in the adopted model (the updated model data in progress was not available beyond the 2004 base year), a manual forecast of average annual daily traffic (AADT) was conducted.

Model Forecasts:

1) Initially the approved available model with 1995 base data was used, which indicated a very low ADT forecast of 56 vehicles per day (vpd) along a new North-South roadway. The Traffic Analysis Zones (#167-187) in eastern Walton County, south of the Bay and east of the CR 30-A/US 98 West intersection, show only 2579 SF dwelling units and 1238 MF dwelling units in 1995. It was determined that this base year model is unable to be utilized for this North-South road forecasting as the 1995 socio-economic data was very low, model forecasts were not validated with traffic counts accurately along CR 30-A, and problems are evident with model speeds along CR 30-A.

2) Genesis then obtained updated model data currently in progress of being used for the LRTP update. Using the new validated base year data for 2004, the TAZ's along CR 30-A show 6,553 SF dwelling units and 4,006 MF dwelling units, respectively. New TAZ numbers (#317-337) and their centroid connectors had been assigned to the same general TAZ area as described above in the 1995 base year model.

Adjusted Model Forecasts:

1) A comparison was made of the 2004 FDOT count data along US 98 and CR 30-A with the 2004 model results. Results indicate that model's 2004 AADT results are low along CR 30-A, in comparison with FDOT 2004 daily traffic counts. An adjustment factor was applied to the model produced AADT (100 vpd in 2004). Adjustments indicate an AADT along the North-South road of approximately 189 vpd in 2004 base year.

2) An alternative alignment located parallel to CR 30-A between the location of the North-South road at CR 30-A and connecting to CR 395 was modeled. These model forecasts, with adjustments comparing traffic counts to model AADTs, produced a 2004 AADT of 1,144 vpd.

Note: Model forecasts for future years could not be obtained from this model as the socio-economic data and roadway network were not available at this time. Therefore, a manual calculation was conducted to help forecast future conditions.

Manual Forecasts:

1) Using 2005 aerial photos, the number of residential dwelling units was approximated for the properties in close proximity to the North-South road, anticipated to utilize this new road on a regular basis to/from CR 30-A.

2) Using the build-out vacant parcel analysis data, the projected build-out trips were taken from this previous analysis, reflecting an additional 491 SF dwelling units and 40,950 sf retail at build-out.

3) Combining the estimated vehicle trips from existing residential units added to the build-out trips (6,514 + 13,280) totals 19,794 daily trips, anticipated to travel within this immediate area of CR 30-A.

4) An estimate of between 20-30% (3,959 vpd – 5,938) of those daily trips was distributed to the North-South road going to/from US 98. Therefore, an AADT of 5,000 vpd at build-out of CR 30-A are manually forecasted along the North-South road.

If a new roadway is pursued by Walton County, consideration should be given to the following suggested recommendations taken from Governor Bush's Task Force Report on the Wekiva Basin Parkway.
(Source: Wekiva Basin Area Task Force, Final Report, January 15, 2003.)

Guiding Principles for Design Features and Construction:

Recommendation 1:
For any transportation corridor to be considered in a fragile area, accompanying recommendations related to roadway design features, spring-shed, and wildlife habitat protection, land use strategies, and land acquisition priorities must be integrated into a unified plan of implementation.

Recommendation 2:
The general corridor that is depicted shall undertake the environmental and engineering studies to determine the precise alignment. In addition to the studies, the appropriate transportation agency(ies) shall also apply the "Guiding Principles for Corridor Location" in selecting the final roadway alignment.

Recommendation 3:
The appropriate transportation agency(ies) use the following "Guiding Principles for Design Features and Construction."

a. Serves an identified long-term regional transportation need;

b. Does not encourage or promote additional development from already approved land uses;

c. Minimizes any impacts to habitat and species;

d. Minimizes impacts on spring-shed and ground water recharge areas;

e. Minimizes direct impacts to wetlands;

f. Avoids, or mitigates if required, impacts on conservation lands, and their proper management;

g. Seeks to minimize the impacts on existing neighborhoods and residential communities;

h. Follows, where feasible, existing road alignments through environmentally sensitive areas;

i. Attempts to improve the connectivity of existing wildlife corridors;

j. Provide that any new North-South roadway be fully limited access. In the case of a parallel roadway to CR 30-A located to the south of the State Forest, direct access from local roadways and residential areas should be encouraged with appropriate access management standards to safely accommodate the proposed road design speed;

k. Promote a "Parkway" look with appropriate natural buffers between the roadways and the adjacent areas;

l. Include the maximum provision for bridging through strategically important wetlands;

m. Elevate (bridge) identified functionally significant wildlife corridors, and provide appropriate wildlife bridges with barriers to direct wildlife to safe crossing points;

n. Design storm water treatment facilities to minimize habitat loss and promote restoration of impacted sites and assure capture and treatment of runoff;

o. Offer opportunities to view, understand, and access the environmental uniqueness;

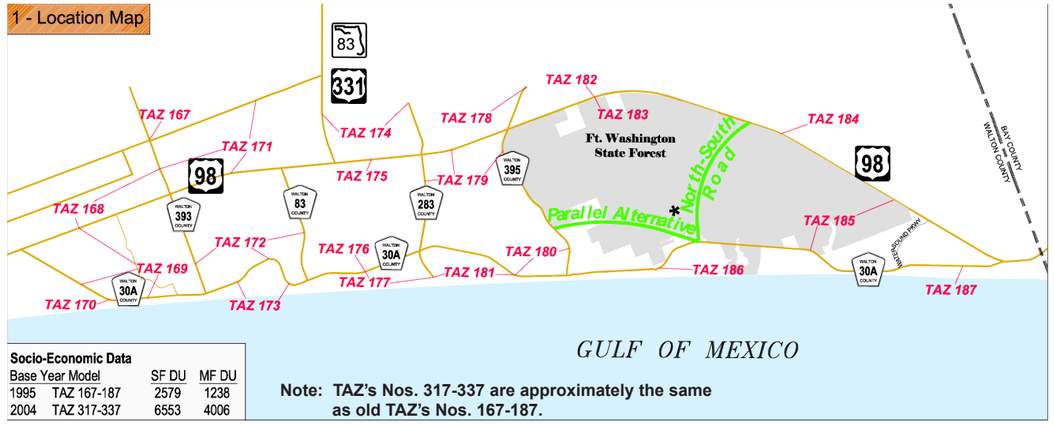
p. Provide non-intrusive and minimal roadway and bridge lighting;

q. Incorporate safety and access design features as necessary to protect the State lands.

Recommendation 4:
The plan for mitigating impacts of the roadway construction shall assure that to the maximum extent feasible, land acquisition and mitigation occur prior to roadway construction.

Recommendation 5:
Creation of a working group of stakeholders of applicable local governments, transportation agencies, environmental groups, citizen representatives, and state and regional agencies to be involved in the corridor study.

1 - Location Map

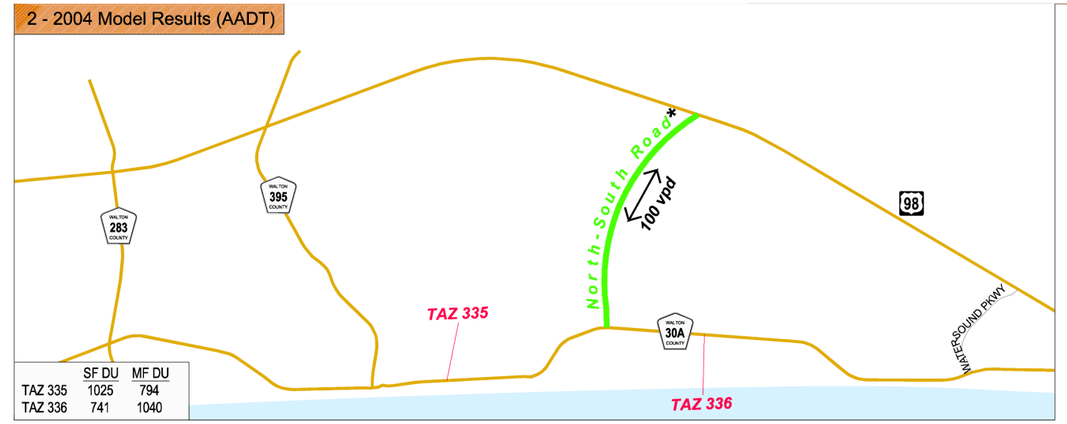


Socio-Economic Data

Base Year Model		SF DU	MF DU
1995	TAZ 167-187	2579	1238
2004	TAZ 317-337	6553	4006

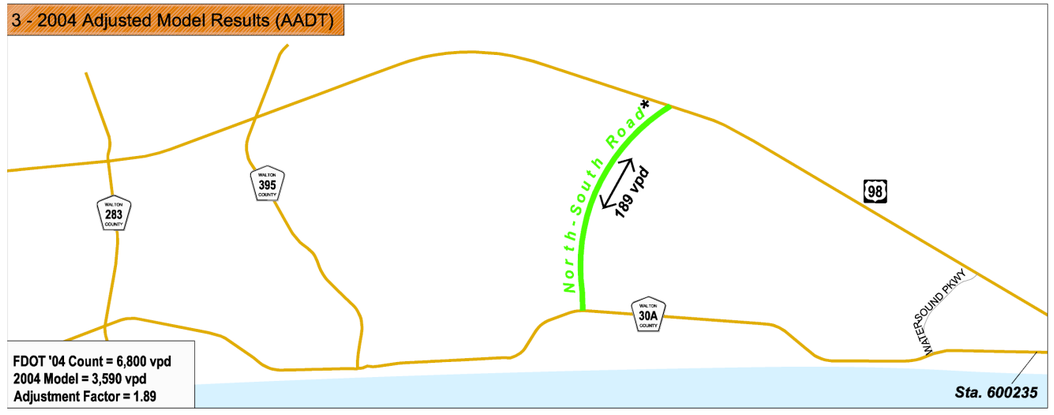
Note: TAZ's Nos. 317-337 are approximately the same as old TAZ's Nos. 167-187.

2 - 2004 Model Results (AADT)



	SF DU	MF DU
TAZ 335	1025	794
TAZ 336	741	1040

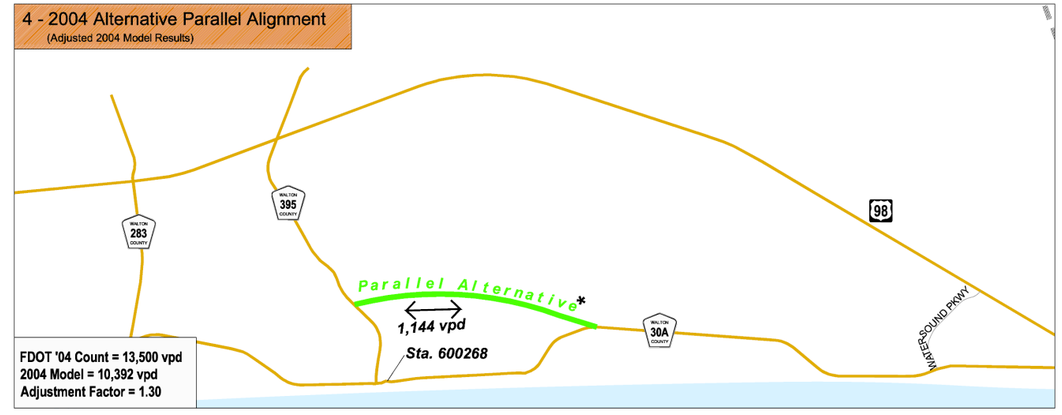
3 - 2004 Adjusted Model Results (AADT)



FDOT '04 Count = 6,800 vpd
2004 Model = 3,590 vpd
Adjustment Factor = 1.89

4 - 2004 Alternative Parallel Alignment

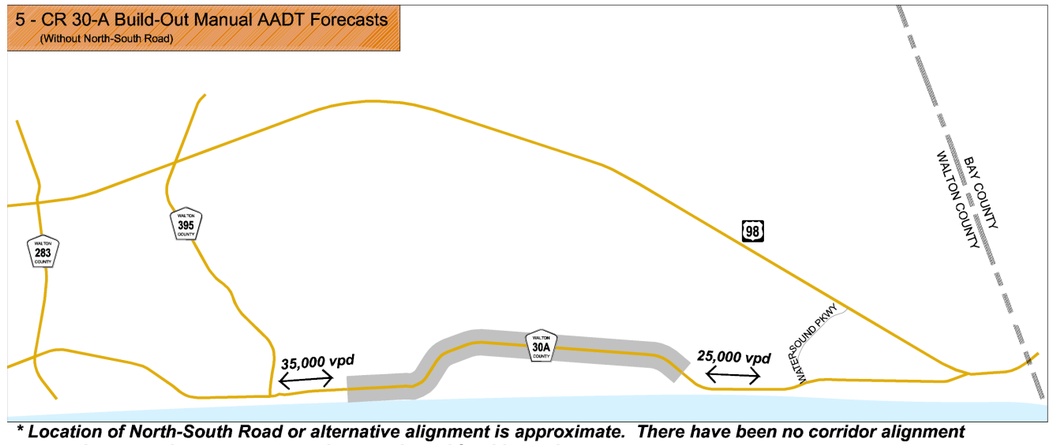
(Adjusted 2004 Model Results)



FDOT '04 Count = 13,500 vpd
2004 Model = 10,392 vpd
Adjustment Factor = 1.30

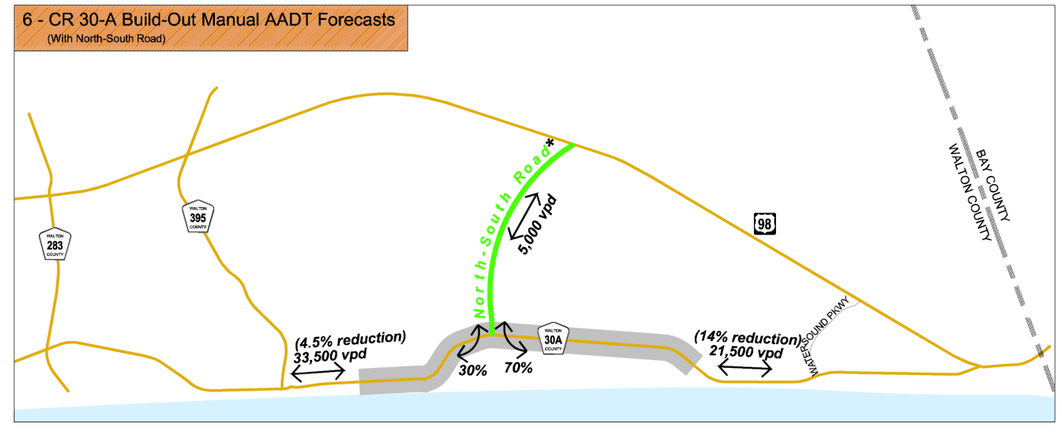
5 - CR 30-A Build-Out Manual AADT Forecasts

(Without North-South Road)



6 - CR 30-A Build-Out Manual AADT Forecasts

(With North-South Road)



***** Location of North-South Road or alternative alignment is approximate. There have been no corridor alignment or environmental assessments to-date conducted for this roadway.**

Immediate CR 30-A area, to possibly utilize North-South Road on a daily basis.

NORTH-SOUTH ROAD TRAFFIC FORECASTS

MAP P

Appendix F

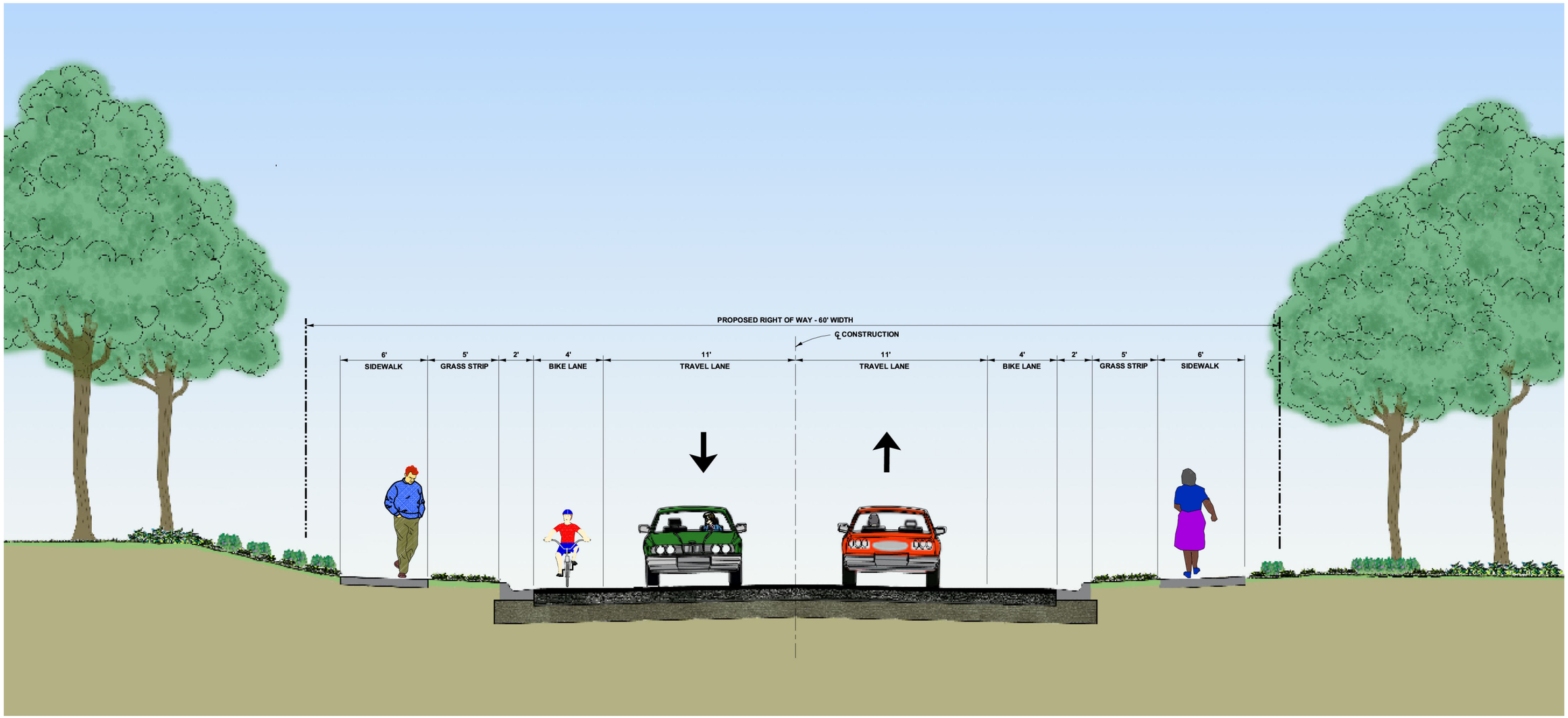
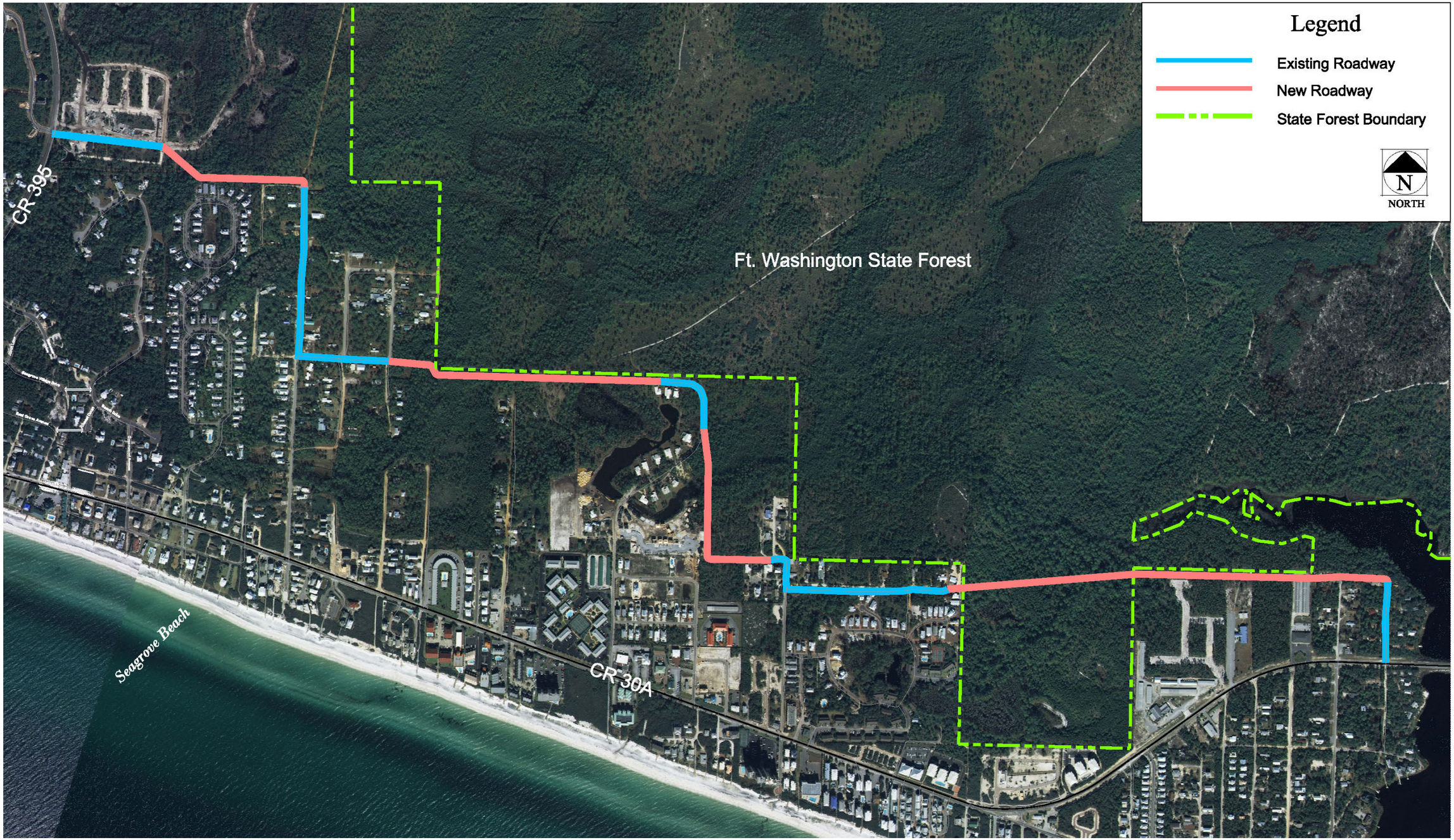


DIAGRAM 3

PROPOSED NEW ROADWAY
Recommended Typical Section



ALTERNATIVE PARALLEL ROADWAY ALIGNMENT DIAGRAM 4