

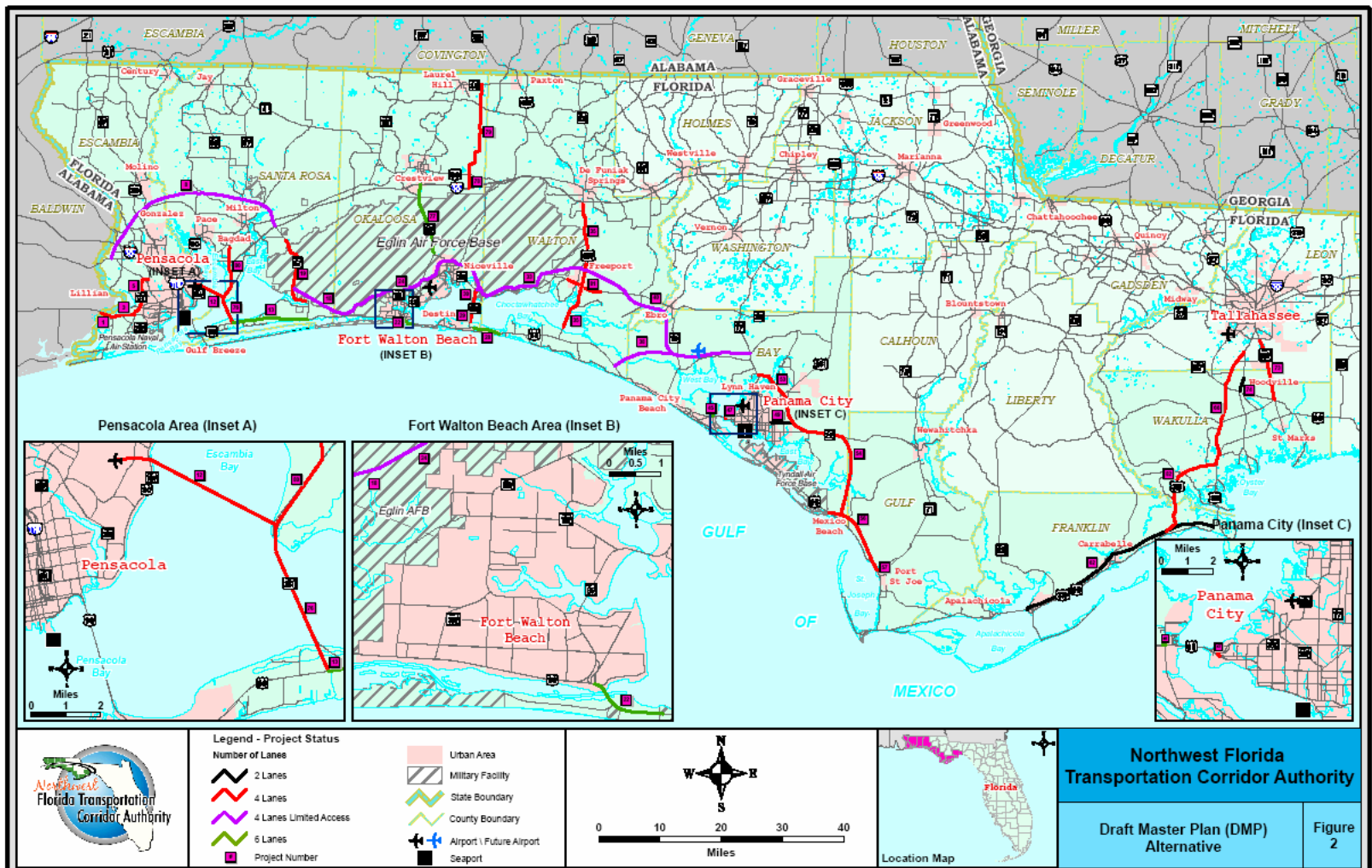


Recommended Master Plan

- Balances technical solutions with other factors such as environment and public input
- Attempts to satisfy established goals & objectives
- Does not establish final location or details of identified projects
- Individual projects will continue with detail engineering and environmental study
- Public involvement will continue
- Plan will be dynamic with periodic updates



Recommended Master Plan

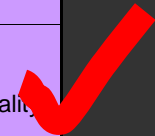
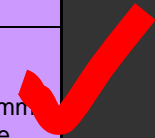
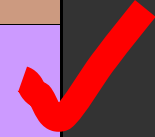


Performance Measures

Goals & Objectives	2030 No Build	2030 Alt. 1	2030 Alt. 2	2030 Alt. 3	2030 Alt. 4	Recommended Alternative
GOAL A: Improve the mobility of people and goods throughout the US 98 corridor area.						
Provide a maximum average peak season travel time of 4 hours or less from the FL/AL state line to the Wakulla/Jefferson County line along US 98 <i>*or new parallel corridor*</i> - (Peak period travel time in hours)	No 9.2 hours	No 7.1 hours	No 6.4 hours	No 4.5 hours	Yes 4.0 hours	Yes 3.3 Hours (SR 87 to Tallahassee Airport) 4.2 Hours (FL/AL line to Jeff Co. at US 98)
Reduce overall network travel time in the 8-county region by at least 20% over the No-Build condition for 2030 (VHT)(Percent reduction in VHT E+C & Alt)	- 1,684,000	No 1,496,000 11%	No 1,489,000 12%	No 1,402,000 17%	No 1,368,000 19%	No 1,420,000 15%
Provide an overall Level of Service of "D" or better for the US 98 corridor in year 2030 (% of corridor miles below LOS "D")	"D" overall 26% is below D	"B" overall 9% is below D	"C" overall 11% is below D	"C" overall 10% is below D	"C" overall 10% is below D	Yes "C" overall 11% is below D
Provide an average travel speed of 55 mph or greater between key modal hubs including seaports and airports. (avg. peak hour speed between all hubs)	Peak- 34 mph Offpk- 46 mph	Peak- 40 mph Offpk- 46 mph	Peak- 45 mph Offpk- 54 mph	Peak- 49 mph Offpk- 58 mph	Peak- 51 mph Offpk- 58 mph	Yes Peak-53 mph Offpeak-65 mph
At a minimum, maintain the rate of change in person hours of delay on SIS and Emerging SIS highways in the northwest Florida region.	No	Yes	Yes	Yes	Yes	Yes

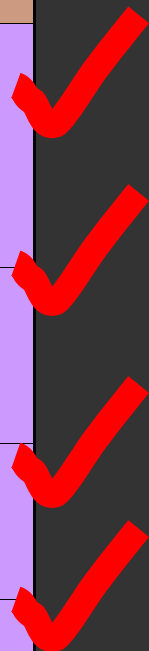
Performance Measures

Goals & Objectives	2030 No Build	2030 Alt. 1	2030 Alt. 2	2030 Alt. 3	2030 Alt. 4	Recommended Alternative
GOAL B: Enhance traffic safety along the US 98 corridor for all modes of travel.						
Improve safety and traffic flow along US 98 by reducing the number of automobile crashes to or below 121.4 per 100 million VMT. (% change in total crashes/VMT from existing year to future year on US 98 and on new corridor compared to existing US 98)	4% Decrease along US 98	31% Decrease along US 98	19% Decrease along US 98	9% Decrease along US 98	12% Decrease along US 98	Yes 13% Decrease along US 98 31% Less crashes on new corridor
Improve safety and traffic flow along US 98 by reducing the number of commercial vehicle crashes to or below 7.7 per 100 million VMT (% change in commercial veh. crashes/VMT from existing year to future year on US 98)	0% no change in comm. veh. crash rate	0% no change in comm. veh. crash rate	0% no change in comm. veh. crash rate	0% no change in comm. veh. crash rate	0% no change in comm. veh. crash rate	0% No change in comm. Veh. crash rate
Achieve a 5 percent annual reduction in the rate of driver, bicycle, pedestrian, and motorcycle fatalities and serious injuries along US 98. (% change in bike/ped/motorcycle fatalities/VMT from existing year to future year on US 98)	1% decrease in fatality rate per VMT	1% decrease in fatality rate per VMT	0% no change in fatality rate per VMT on US 98	2% increase in fatality rate per VMT	0% no change in fatality rate per VMT	0% No change in fatality rate



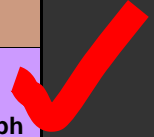
Performance Measures

Goals & Objectives	2030 No Build	2030 Alt. 1	2030 Alt. 2	2030 Alt. 3	2030 Alt. 4	Recommended Alternative
GOAL C: Reduce hurricane evacuation clearance times on US 98 and designated routes connecting with US98.						
Provide a maximum clearance time of 18 hours for all identified hurricane zones within each county.	Escam-28.9 SaRo-29.4 Okal-22.6 Walt-22.4 Bay-20.9 Gulf-Yes Fran-Yes Waku-Yes	Escam-23.2 SaRo-23.8 Okal-21 Walt-Yes Bay-19.2 Gulf-Yes Fran-Yes Waku-Yes	Escam-20.2 SaRo-24.5 Okal-Yes Walt-Yes Bay-19.3 Gulf-Yes Fran-Yes Waku-Yes	Escam-Yes SaRo-19.3 Okal-Yes Walt-Yes Bay-Yes Gulf-Yes Fran-Yes Waku-Yes	Escam-Yes SaRo-Yes Okal-Yes Walt-Yes Bay-Yes Gulf-Yes Fran-Yes Waku-Yes	Escam-Yes SaRo-Yes Okal-Yes Walt-Yes Bay-Yes Gulf-Yes Fran-Yes Waku-Yes
Provide an east to west evacuation route in each county useable through a Category 2 event.	No (Gulf, Frank, Waku)	No (Gulf, Frank, Waku)	No (Gulf)	No (Franklin)	Yes	Yes
Provide system options or redundancy to minimize regional vulnerability from storm destruction.	No (all counties)	No (all counties)	No (Gulf)	No (Franklin)	Yes	Yes
Ensure that the local and regional evacuation route network is connected to SIS and Emerging SIS facilities. (SIS not applicable in all counties)	No (Gulf, Frank, Waku)	No (Gulf, Frank, Waku)	No (Gulf, Frank)	No (Gulf, Frank)	Yes	Yes



Performance Measures

Goals & Objectives	2030 No Build	2030 Alt. 1	2030 Alt. 2	2030 Alt. 3	2030 Alt. 4	Recommended Alternative
GOAL D: Identify transportation strategies that enhance the region's economic development potential.						
Provide an average travel speed of 50 mph or greater between key employment and commerce centers including military installations. (avg. peak hour travel speed between all employment and commerce centers).	Peak- 30 mph Offpk- 41mph	Peak- 35 mph Offpk- 41 mph	Peak- 40 mph Offpk- 48 mph	Peak- 45 mph Offpk- 53 mph	Peak- 45 mph Offpk- 52 mph	Yes Peak-50 mph Offpeak- 62mph
Provide direct access to major ports, airports, and activity centers identified for future commercial and industrial development. Improve transportation access to rural and economically distressed counties and communities in the northwest Florida region that are currently eligible for the Rural Economic Development Initiative (REDI) and Enterprise Zones in a manner that reflects regional and community visions.	Yes (except new Bay Co. Airport)	Yes (except new Bay Co. Airport)	Yes	Yes	Yes	Yes





Recommended Master Plan

- Receive NFTCA approval
- Submit plan to the Florida Legislature
- Amend as needed
- Develop priorities
- Identify finance strategies
- Develop Action Plan
- Execute subsequent project implementation tasks