

SR 8 (I-10) / SR 99 (Beulah Road) Interchange
FPID 433113-1-22-01, 433113-2-22-01, & 433113-3-22-01

1.0 INTRODUCTION

The purpose of this report is to document the safety, operational and engineering considerations as required for the approval of a new interchange along I-10 in the vicinity of SR 99 (Beulah Road) in Escambia County, Florida. This report addresses the purpose and need, alternatives and evaluation of Federal Highway Administration's (FHWA) policy points for approval of access to the interstate system.

Environmental considerations are documented separately as part of the concurrent Project Development and Environment (PD&E) Study identified as Efficient Transportation Decision Making (ETDM) Project #14176 in the Environmental Screening Tool (EST), entitled "Beulah Road (SR 99) at I-10 Interchange Project".

1.1 Project Location

The proposed I-10/Beulah Road interchange is located along I-10 in Escambia County, approximately 2 miles east of the Florida/Alabama state line, and 12 miles northwest of the City of Pensacola. The project is located within a transitioning urbanized area (Area Type 3). The project location is shown in Figure 1.

1.2 Purpose and Need

The primary purpose of the proposed project is to improve regional connectivity and mobility within the greater Escambia County area. Secondary purposes include, reducing congestion on adjacent roadways, reducing trip lengths for area commuters, and enhancing emergency evacuation by providing an additional connection to I-10.

The project need is driven by the increasing traffic demand resulting from significant development within the project area (both current and planned), as set forth in development plans such as the Mid-West Escambia County Optional Sector Plan, Detailed Specific Area Plans, and the Escambia County Comprehensive Plan. As a result of this growth, there is a need to provide connectivity from these new areas of development to the surrounding regional transportation system. Additionally, there is a need to provide an alternative route to reduce travel times and congestion, while also providing route choices for hurricane evacuation within the study area.

2.0 METHODOLOGY

The methods used in this report are consistent with the Methodology Letter of Understanding (MLOU) as approved on May 6, 2019 (see Appendix A). Since this IJR is for a new service interchange located outside the urbanized area, the programmatic approval process will be followed in accordance with FDOT Topic 525-030-160.