Needs Plan Report

BAY COUNTY
2045 LONG RANGE TRANSPORTATION PLAN

Prepared for

Bay County Transportation Planning Organization and
The Florida Department of Transportation, District Three

Prepared by

Emerald Coast Regional Council
Staff to the Bay County
Transportation Planning Organization

July 2021

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Bay County
Transportation Planning Organization

Needs Plan Report

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The Emerald Coast Regional Council
Staff to the Bay County
Transportation Planning Organization

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BACKGROUND

The Bay County 2045 Long Range Transportation Plan (LRTP) Update began when the Bay County Transportation Planning Organization (TPO) approved the Scope of Services on July 24, 2019. The 2045 LRTP consists of 8 primary tasks that are identified below:

- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Assessment
- Cost Feasible Plan
- Final and Summary Reports

A major element in the development of an LRTP is the adoption of the Needs Plan. This Technical Report describes the 2045 Needs Plan process and is organized into seven sections:

- Existing plus Committed Analysis
- Steering Committee Meetings
- Public Review
- Adopted 2045 Needs Plan, Costs, and Purpose and Needs Statements
- 2045 Needs Plan compared to 2040 Needs Plan
- 2045 Needs Plan Deficiencies
- Appendices

EXISTING PLUS COMMITTED ANALYSIS

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2015 and 2024. These projects are then coded into the transportation model and the model is run with the 2040 land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. To determine the transportation needs for the year 2045, the traffic model is run using the Existing plus Committed Network and projected future land use in 2045. The inputs to the model considered several local government master plans including the Bay County Sector Plan. One of the outputs of this model is a map showing the road deficiencies. The deficiency map is one of the tools to help determine where and what type of roadway improvements are needed to meet demand of future growth on the infrastructure. For this analysis, the following table was utilized.

Daily v/c Ratio	**Congestion Level**
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

The list of projects, as well as the map of the Existing plus Committed Network along with the deficiencies, is included in Appendix A.

STEERING COMMITTEE MEETINGS

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the July 24, 2019 TPO Advisory Committee Meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met three times for input on the 2045 Needs Plan on the dates listed below. The summaries of these meetings are listed in Appendix B:

- August 19, 2020
- October 28, 2020
- November 17, 2020.

PUBLIC REVIEW

Besides input from the Steering Committee, an on-line survey was posted on the Emerald Coast Regional Council Web Site from November 2, 2020 to November 13, 2020 to receive input from the public regarding the 2045 Needs Plan. The survey was promoted through socio-media, eblast to local media and community groups, and targeted physical locations in the TPO area. 163 responses were received. The results concurred with projects selected for inclusion in the 2045 Needs Plan: Capacity, Multimodal, Intersection, and Bicycle/Pedestrian Improvements most favorable and to a lesser extent Public Transportation Improvements. After a review of the comments received, a Complete Street/Corridor Management Project for Hutchison Boulevard was added to the 2045 Needs Plan. The 2045 Long Range Transportation Needs Plan Public Outreach Report is included in Appendix C.

The TPO Staff also met virtually with two community groups regarding the 2045 Needs Plan. Panama City Kiwanis Club on December 2, 2020 and the Lynn Haven Rotary Club on December 9, 2020. The comments and TPO staff's responses to the comments are included in Appendix D. Because of the post Hurricane Michael Recovery Plans and Strategic Plans being developed by several municipalities in the region, the TPO and the General Planning Consultant met with the following municipalities to ensure the 2045 Needs Plan was consistent with each of the local plans.

- Bay County (September 14, 2020)
- Panama City Beach (September 22, 2020)
- Panama City (September 30, 2020)
- City of Parker (November 24, 2020)
- City of Springfield (December 29, 2020).

ADOPTED NEEDS PLAN AND COSTS

Some LRTPs in Florida have used transportation costs identified in a statewide FDOT book called *Transportation Costs*. However, FDOT District III representatives have mentioned the costs identified in this book are not realistic for the FDOT District III region. Therefore, the TPO Staff and FDOT District III Staff agreed to develop reasonable costs to be utilized for this LRTP. These costs are 2018 costs are typical for project phases in District III. The costs were furnished by the FDOT District III Work Program Production Division. The agreed upon unit costs are identified in Appendix E.

The identifications of 2045 Needs Plan projects was obtained through the 2040 Needs Plan, Existing Plus Committed Deficiency Analysis, and review from local plans, the public, Steering Committee Members, and TPO and Advisory Committee Members. The draft 2045 Needs Plan was presented to the Technical Coordinating Committee, The Citizens' Advisory Committee, and the Bay County Transportation Planning Organization at their September 23, 2020 meetings for review and for action at their January 27, 2021 meetings. A list of the January meeting dates and actions appear below. The adopted 2045 Needs Plan Map and Projects are listed in Appendix F.

January 27, 2021 Technical Coordinating Committee (TCC) Meeting

The TCC recommended approval with the following change: Moving SR 22 from Business 98 to Tyndall Parkway from the Capacity Section (4 lane-Need) to Corridor Management/Complete Streets Section as a 2 lane improvement with median, landscaping, and bicycle/pedestrian modifications.

January 27, 2021 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended approval with the following change: Moving SR 22 from Business 98 to Tyndall Parkway from the Capacity Section (4 lane-Need) to Corridor Management/Complete Streets Section as a 2 lane improvement with median, landscaping, and bicycle/pedestrian modifications.

January 27, 2021 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2040 Long Range Transportation Needs Plan with the following change: Moving SR 22 from Business 98 to Tyndall Parkway from the Capacity Section (4 lane-Need) to Corridor Management/Complete Streets Section as a 2 lane improvement with median, landscaping, and bicycle/pedestrian modifications.

The costs of the 2045 Needs Plan Projects are listed in Appendix G. The costs are based on the unit costs listed in Appendix E and were refined where necessary based upon Projects Development and Environmental Studies as well as the local knowledge of the area based upon Steering Committee review of the Needs Plan Projects.

Listed below are the costs of the Needs Plan for Highways, Transit, and non-motorized. The total cost of the 2045 Needs Plan is **$4,891,210,050**. Please note that this cost does not include the aspirational projects shown in the adopted 2045 Needs Plan list. The aspirational projects are listed as projects that are needed beyond 2045. However, these projects are also identified because of their potential transportation impacts to the region. Lastly, as a result of consultation with the Bay County staff, the needs plan projects associated with the June 2015 Bay-Walton Sector Plan are:

- West Bay Parkway from US 98 (SR 30) to US 231 (SR 75)
- SR 388 from East of Northwest Florida Beaches International Airport to SR 77
- SR 388 from US 98 (Walton County) to SR 79
- Powerline Road from West Bay Parkway to SR 79 at Loop Road Connection
- Gulf Coast Parkway Extension from SR 77 to US 231 (SR 75)
- Back Beach Bypass from Loop Road to Nautilus Street
- Express Bus Service to Airport from Panama City Beach to Northwest Florida Beaches International Airport
- SR 79 from SR 388 to Bay County Line
- SR 77 from SR 390 to Bay County Line
- Recreational Trails Program.

Total 2045 Needs Plan Costs Shown by Project Category

Roadway Capacity Projects	$4,466,955,260
Corridor/Management Plan/Complete Streets Projects	$137,728,517
Intersection Projects	$147,709,902
Public Transportation Projects	$127,105,808
Bicycle/Pedestrian Projects	$11,710,564
Total	**$4,891,210,050**
Aspiration Projects	$868,824,843

2045 NEEDS PLAN COMPARED TO 2040 NEEDS PLAN

The projects that were identified as needed facilities in the 2040 LRTP but are not included in the adopted 2045 Needs Plan are listed below. Some of these projects have been completed and some of the needs have changed because of changes in land use, development patterns, development intensity and revised population and employment forecasts.

2040 Needs Plan Projects Not Included in the 2045 Needs Plan

Corridor / Project	From	To	Project Description	Reason not Included in 2045 Needs Plan
CNG Filling Stations (2040 Needs #6)				Need will be referenced in final report
SR 22 (Wewa Highway) (2040 Needs Part of #7)	Business 98	US 98 (Tyndall Parkway	Widen to 4 lanes	Replaced by Corridor / Complete Streets Study
Transmitter Road (2040 Needs Part of #21)	US 98	SR 22	Widen to 4 lanes	Replaced by Corridor / Complete Streets Study
Business 98 (2040 Needs #27)	Cherry Street	Paper Mill Entrance	Widen to 4 lanes	Replaced by Corridor / Complete Streets Study
US 98 Tyndall Main Gate (2040 Needs #15)			Construct Grade Separated Interchange at the Main Gate	Under construction (E plus C Network)
Jenks Avenue (2040 Needs #31)	Baldwin Road	SR 390	Widen to 4 lanes	Under construction (E plus C Network)
Park and Ride Lot (2040 Needs #51)	On SR 77 at Bay / Washington County Line		Construct Park and Ride lot	Improvements completed
Gulf Coast Parkway (Segment 8) (2040 Needs #17)	US 98		Star Avenue	Advancing to Construction as Existing + Committed.
Bay Parkway Phase 2 (2040 Needs #39)	Bay Parkway (Phase 1) / W. Pier Park Drive		SR 30A (US 98) Panama City Beach Pkwy / Nautilus St.	Construction complete 2021
US 98A (Front Beach Road Segment 3) (2040 Needs #45)	S. Arnold Road	Lullwater Drive	Construct new 2-lane roadway from Star Ave to US 98 (4-Lane Capacity)	Advancing to Construction as Existing + Committed.
CR 30H (Alf Coleman Road) (2040 Needs #38)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes, raise roadway elevation, stormwater improvements	Advancing to Construction as Existing + Committed.

Corridor / Project	From	To	Project Description	Reason not Included in 2045 Needs Plan
South Arnold Road [former SR 79] (2040 Needs #34)	US 98 (Panama City Beach Parkway)	US 98 A (Front Beach Road)	Widen 2 to 4 lanes with roundabout, sidewalk, lighting, landscaping, utility undergrounding	Advancing to Construction as Existing + Committed. FDOT transferred facility to City of Panama City Beach, no longer SR 79.

2045 NEEDS PLAN DEFICIENCIES

Deficiencies for the adopted 2045 Needs Plan are illustrated in Appendix I. Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the roadway network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). The analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios were used:

Daily v/c Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

As indicated in Appendix I, most of the deficiencies are addressed by the 2045 Needed Improvements. The next step in the process is to reduce the adopted 2045 Needs Plan to a 2045 Cost Feasible Plan. The 2045 Cost Feasible Plan process is documented in an additional Technical Report.

APPENDIX A – EXISTING PLUS COMMITTED ANALYSIS

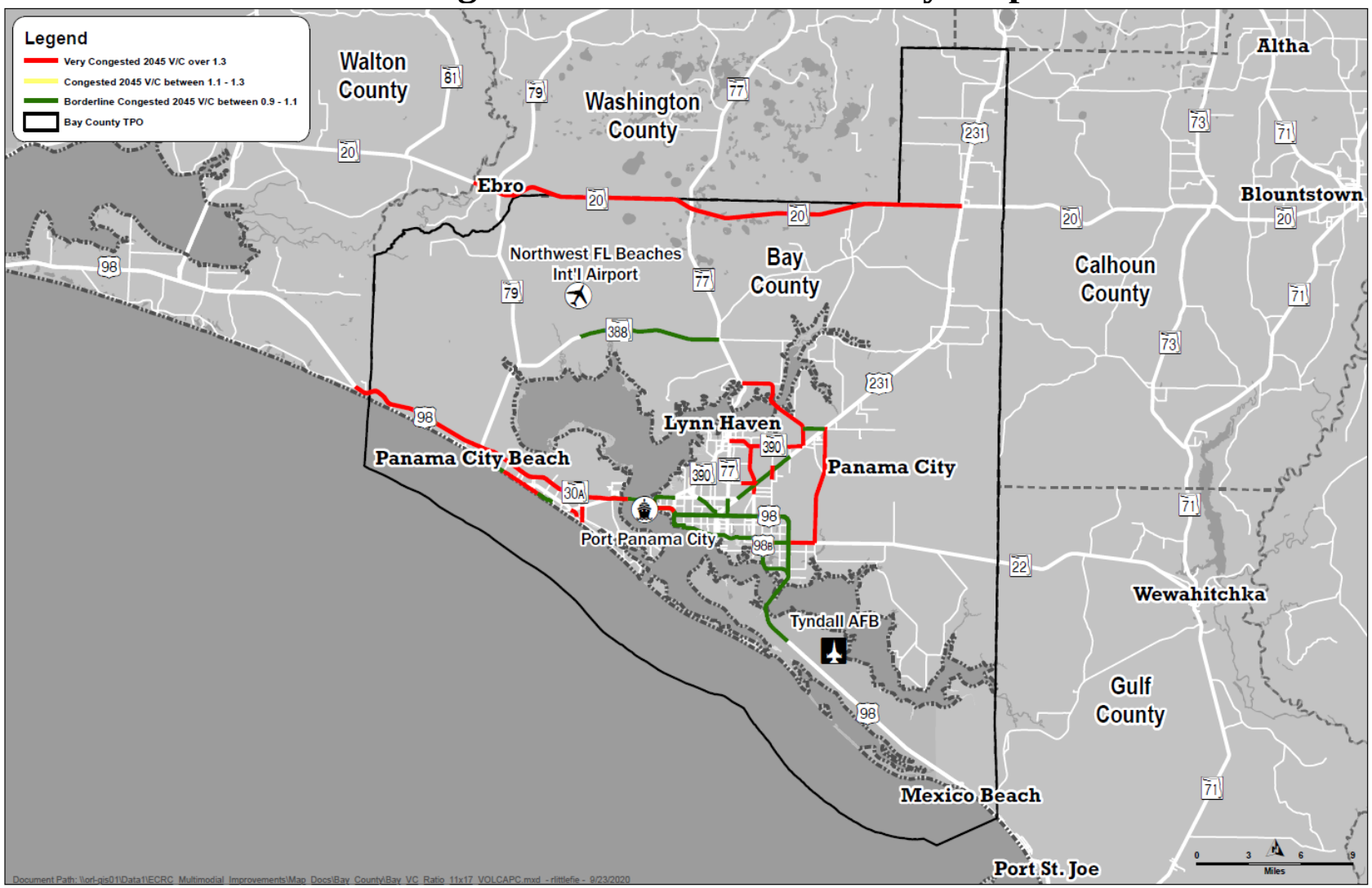
Existing Plus Committed Projects

Roadway	Limits	Project
SR 390	23rd Street to SR 77	Widen to Six Lanes
SR 388	SR 79 to entrance of the Northwest Florida Beaches Airport	Widen to Four Lanes
US 98/23rd Street		Interchange
Jenks Avenue	Baldwin Road to 23rd Street	Widen to Four Lanes
Jenks Avenue	Baldwin Road to SR 390	Widen to Four Lanes
Baldwin Road	SR 390 to Kirkwell Avenue	Widen to Four Lanes
Bay Parkway Phase 1	North Pier Park Road to SR 79	Construct New Four Lane Road
Bay Parkway Phase 2	Pier Park Road to Nautilus Street	Construct New Four Lane Road
US 98	At Tyndall Air Force Base Main Gate	US 98 Overpass at TAFB Main Gate
South Thomas Drive	Front Beach Road to Thomas Drive	Widen to Four Lanes
Gulf Coast Parkway (Segment 8)	Star Avenue to US 98	Construction of New Four Lane Roadway
US 98A (Front Beach Road)	Richard Jackson Boulevard to South Thomas Drive	Add Transit Lanes
CR 30H (Alf Coleman)	Front Beach Road to US 98 (Panama City Beach Parkway)	Widen to 4 Lanes, raise roadway elevation, stormwater improvements
US 98A Front Beach Road Segment 3	South Arnold to Lullwater Drive	Additional lanes dedicated to dual-use bicycle and transit.
South Arnold Road (former SR 79)	US 98 (Panama City Beach Parkway) to Front Beach Road	Widen 2 to 4 lanes with roundabout, sidewalk, lighting, landscaping, utility undergrounding. Constructed as part of Front Beach Road Segment 3 project.

Bay County TPO - 2015-2024 Existing plus Committed Projects



Existing Plus Committed Deficiency Map



APPENDIX B – STEERING COMMITTEE MEMBERSHIP AND MEETING SUMMARIES

STEERING COMMITTEE MEMBERSHIP

NAME

FDOT

Bryant Paulk

Donna Green

Rickey Fitzgerald (freight)

TYNDALL AIR FORCE BASE

Traycee Verdun-Chapman

NAVAL COASTAL SYSTEMS CENTER

John Skaggs

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Richard McConnell

PORT PANAMA CITY

Wayne Stubbs

Charlie Lewis

BAY TOWN TROLLEY

Angela Bradley/Lamar Hobbs

CITIZENS ADVISORY COMMITTEE

John Lincoln

Leon Miller

Thomas Robinson

Robert Wadell

TECHNICAL COORDINATING COMMITTEE

Keith Bryant

Kelly Jenkins

Tim Smith

Cliff Johnson

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #5
August 19, 2020 GoTo Meeting Summary

Members Attending
Bryant Paulk, FDOT Urban Liaison
Donna Green, FDOT Urban Liaison
Rickey Fitzgerald, FDOT (Freight)
Traycee Verdun Chapman, Tyndall Air Force Base
Richard McConnell, Northwest Florida Beaches International Airport
Angela Bradley, Bay Town Trolley
John Skaggs, Naval Coastal Systems Center
Wayne Stubbs, Port Panama City
Tim Smith, Technical Coordinating Committee
Cliff Johnson, Technical Coordinating Committee
Robert Waddell, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee

Members Not Attending
Keith Bryant, Technical Coordinating Committee
Kelly Jenkins, Technical Coordinating Committee
John Lincoln, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee

Others Attending
Larry Messinger, Citizens' Advisory Committee
Matthew Wiesenfeld, HDR
Maurene Balmaseda, HDR
Cory Wilkinson, HDR
Jessica Smith, HDR
Mary Beth Washnock, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Jill Lavender Nobles, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. He went through a rollcall for meeting participation purposes.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer mentioned the Steering Committee Members were approved by the Bay County TPO at their July 2019 meeting. The Steering Committee Members consist of members of the Technical Coordinating Committee, the Citizens Advisory Committee, and transportation partners in the region such as the FDOT, Bay Town Trolley, Northwest Florida Beaches International Airport, Port Panama City, Tyndall Air Force Base, and Naval Support Activity. The purpose of the Steering Committee is to provide a detailed review the various Long Range Transportation Plan products before they are

presented to the TPO and Advisory Committees. The intention is to have most of the questions addressed by the time they are presented to the TPO and Advisory Committees.

- Gary Kramer mentioned the Congestion Management Process Major Update was presented as a review item to the TPO and Advisory Committee Meetings in July and will be an action item in September. The comments received from the Congestion Management Process will be presented under a separate item on today's agenda. The 2045 Long Range Transportation Plan Needs Plan is under development and input provided at today's meeting will be considered in a draft 2045 Needs Plan that will be presented as a review item at the September TPO and Advisory Committee Meetings.

C. Project Schedule

- In a PowerPoint slide, Jessica Smith mentioned the Goals and Objectives were approved by the TPO in February. The Evaluation Criteria and the Financial Resources were approved in May. The Congestion Management Process and questions received will be discussed with the Steering Committee today as well as input from the various transportation partners for consideration in the 2045 Needs Plan development. The final task is the Cost Feasible Plan which needs to be adopted by the TPO by June 22, 2021 to maintain the five year requirement between Long Range Transportation Plans.

D. Congestion Management Process Major Update Comments

- Jessica Smith explained that the Congestion Management Process Major Update is a task that is completed in conjunction with the 2045 Long Range Transportation Plan and is completed every five years with minor updates occurring annually. She reviewed and explained that the eight required sections:
  - Develop regional objectives for congestion management.
  - Define the Congestion Management Process network.
  - Develop multimodal performance measures.
  - Collect data/monitor system performance.
  - Analyze congestion problems and needs.
  - Identify and assess strategies.
  - Program and implement strategies.
  - Evaluate strategy effectiveness.
- Jessica Smith discussed the comments received since the Draft Congestion Management Process Major update was presented to the TPO and Advisory Committees at their July meetings. Three comments were received from the Federal Highway Administration and three comments received from a member of the Citizens' Advisory Committee. These comments and the responses to the comments will be included in the September TPO agenda enclosure for this item.
  - Federal Highway Administration Comments are:
    - Major Update Chart was noted as helpful for visually understanding the CMP Update.
    - Recommended including methodology for evaluation of goals/objectives/projects to outline the process clearly.
    - Recommend including update frequencies.
  - The Citizens' Advisory Committee Member's comments are:
    - Suggest TDM Strategies on the Beach – Possibly include in TDP Update.
    - Noted how Community Planning Efforts can help address reducing average travel time to work.
    - Opportunities with Beach-specific transportation modes (i.e., Golf Carts)

- Jessica Smith stated the Goals and Objectives and the Performance Measures for the Congestion Management Process Major update are included in Appendix C. The Performance Measures will be updated annually along with the Level of Services Tables.

E. <u>Needs Plan Status Update</u>

- Cory Wilkinson indicated the 2045 Long Range Transportation Plan Needs Plan is under development. For this meeting, input for the transportation partners was requested to further refine the 2045 Long Range Transportation Plan Needs. The following agencies provided an update on the transportation needs for their organization.
  - **Tyndall Air Force Base –** Traycee Verdun Chapman, Tyndall Air Force Base
    - Highlighted three types of improvements:
      - Bike & Pedestrian Lanes / Integrated Mobility Network.
        - ✓ Extension of new DuPont Bridge pedestrian and Bike lanes.
        - ✓ Tie to Tyndall gates and future base Coastal Trail System and Beaches Access
        - ✓ Connection to proposed SUN Trail Network.
      - Bay Town Trolley Stop.
        - ✓ Revisit in 2023 when new missions become operational and new dorms are constructed.
        - ✓ Open to Public Relations event for "Spirit of America" Trolley launch.
      - Urban Interchange/Flyovers at Tyndall Gates.
        - ✓ In Progress.
    - Cory Wilkinson asked about the improvement to 98 going towards Mexico Beach.
      - Traycee Verdun Chapman indicated it is not a proposed need by Tyndall Air Force Base at this time.
    - Gary Kramer asked if there was need for the Gulf Coast Parkway and extension of SR 22 in case the base shuts down.
      - Traycee Verdun Chapman answered that Tyndall Air Force Base can use these routes as alternate access but does not require them for operations.
  - **Freight –** Rickey Fitzgerald, FDOT.
    - Rickey Fitzgerald reviewed a PowerPoint on Freight for FDOT District III and the Bay County TPO and recognized the port and airport as multimodal hubs. He also showed the Panama City area as a Freight Intensity Area.
      - The Freight Mobility and Trade Plan is complete and includes an investment plan for use of federal National Highway Freight Program (NHFP) funding.
        - ✓ US 231 from US 98 to South of Pipeline Road.
        - ✓ SR 20 from Washington County Line to US 231.
      - The top challenges statewide are:
        - Congestion/Bottlenecks.
        - Truck Parking.
        - Empty Backhaul.
      - Hotspots for Level of Service, Pavement Condition, Bridges, Safety, and Truck Parking were also shown via statewide maps.
        - ✓ There is a need for truck parking in the Panama City Area.
      - Gary Kramer asked if a location existed for Truck Parking area in the Panama City area such as Loves at I-10 at Garcon Point Road in Santa Rosa County.
        - ✓ Rickey Fitzgerald replied it would be an investment with locals and a private entity to determine such a location.
      - Cory Wilkinson asked about the timber industry and truck routes.

- ✓ Rickey Fitzgerald answered the designated truck routes for the timber industry are mainly in the rural areas.

- **Northwest Florida Beaches International Airport –** Richard McConnell, Northwest Florida Beach International Airport.
  - Mentioned the Master Plan will be completed later this year which will tie into the needed improvements to the 2045 Long Range Transportation Plan.
  - In favor of the SR 388 improvements and the Roundabout at the entrance to airport on SR 388.
  - Cory Wilkinson asked about the north entrance to SR 20.
  - Richard McConnell replied long term it is needed to serve the I-10 traffic, but the Airport is trying to protect areas in the future in anticipation of future growth of the airport.
- **Port Panama City –** Wayne Stubbs, Port Panama City.
  - Presentation focused on three areas:
    - East Terminal.
      - ✓ Rail access.
      - ✓ Truck Parking on East Avenue.
      - ✓ East Avenue Corridor Bridge to business 98 on street parking.
    - West Terminal.
      - ✓ Container freight improvements which are truck based.
      - ✓ In favor of SR 390 improvements and US 231/98 improvements.
    - Intermodal Distribution Center.
      - ✓ Growing for freight related improvements.
      - ✓ In favor of truck parking.
      - ✓ Support long term freight movement.
  - Gary Kramer stressed the need to coordinate with the Panama City rebuild efforts on East Avenue.
  - Wayne Stubbs indicated he would coordinate with City of Panama City and SIS planners.
  - Cory Wilkinson asked if rail improvements are needed for the port.
  - Wayne Stubbs mentioned rail capacity improvements are needed in the East Terminal.
- **Bay Town Trolley –** Angela Bradley, Bay County
  - In favor of two existing projects from 2040 Long Range Transportation Plan:
    - Express bus service to Walton County from Panama City to South Walton County.
    - Express bus service to Airport/West Bay.
  - Future projects:
    - Transit Transfer Location on Panama City Beach.
    - Multi-Modal Center Panama City.
    - Express Route up 231 to North Part of Bay County.
    - Routes along 390 and Highway 77 North.
    - Bus Replacements and ADA Upgrades.
    - Comprehensive and Operations Analysis and Transit Development Plan improvements will serve as input for the Long Range Transportation Projects.
  - Also highlighted the new building and meeting space at Bay Town Trolley.
- **Naval Support Activity –** John Skaggs, Naval Support Activity, Panama City.
  - Approximately 6,000 people on base at any given time.
  - 6 major commands.
    - Naval Support Activity Panama City (NSAPC).
    - Naval Surface Warfare Center (NSWC).
    - Naval Diving and Salvage Training Center (NDSTC).
    - Naval Experimental Diving Unit (NEDU).

- Center for Explosive Ordnance Disposal and Diving (CEODD).
- Coast Guard (CG).

- Coordinated Thomas Drive Improvements
  - Sidewalks.
  - Signalization at main gate and nearby intersections.
  - Northern gate in case Thomas Drive gets back up but exit only gate at this time.
- Transportation Needs:
  - North gate ingress and egress.
  - Thomas Drive Phase II Flyover.

F. Comments from Committee Members and Public

- Tim Smith stated that he no additional questions but enjoyed each of the presentations.

G. Next Steps

- Gary Kramer stated the Congestion Management Process will be an action item for the TPO and Advisory Committees in September. An update on the 2045 Needs Plan will presented at the TPO and Advisory Committees as well. It is anticipated the Steering Committee will meet two more times before the 2045 Needs Plan is presented as an action item at the December TPO and Advisory Committee Meetings. Gary said HDR and the TPO Staff will also be meeting with representatives from Bay County, Panama City, and Panama City Beach to discuss and review the draft 2045 Needs Plan.

H. Adjournment

- The meeting was adjourned at 10:25 a.m.

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #6
October 28, 2020 GoTo Meeting Summary

Members Attending
Bryant Paulk, FDOT Urban Liaison
Donna Green, FDOT Urban Liaison
Rickey Fitzgerald, FDOT (Freight)
Angela Bradley, Bay Town Trolley
John Skaggs, Naval Coastal Systems Center
Kelly Jenkins, Technical Coordinating Committee
Tim Smith, Technical Coordinating Committee
Robert Waddell, Citizens' Advisory Committee

Members Not Attending
Keith Bryant, Technical Coordinating Committee
Cliff Johnson, Technical Coordinating Committee
Traycee Verdun Chapman, Tyndall Air Force Base
Richard McConnell, Northwest Florida Beaches International Airport
Wayne Stubbs, Port Panama City
John Lincoln, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee

Others Attending
Topeka Humphries, City of Springfield
Larry Messinger, Citizens' Advisory Committee
Cory Wilkinson, HDR
Jessica Smith, HDR
Brittany Ellers, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Howard Vanselow, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. He went through a rollcall for meeting participation purposes.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer stated the 2045 Long Range Transportation Plan needs to be approved by the TPO by June 22, 2021 to maintain the five year requirement between Long Range Transportation Plan Updates. The Goals and Objectives, Evaluation Criteria and Financial Resources, and Congestion Management Process Major Update tasks have previously been approved by the TPO. The focus of today's meeting is the Needs Plan component of the 2045 Long Range Transportation Plan.
- Gary Kramer mentioned the Steering Committee Members were approved by the Bay County TPO at their July 2019 meeting. The Steering Committee Members consist of members of the Technical Coordinating Committee, the Citizens Advisory Committee, and transportation partners in the region such as the FDOT, Bay Town Trolley, Northwest Florida Beaches International Airport, Port Panama City, Tyndall Air Force Base, and Naval Support Activity. The purpose of the Steering Committee is to

provide a detailed review of the various Long Range Transportation Plan products before they are presented to the TPO and Advisory Committees. The intention is to have most of the questions addressed by the time they are presented to the TPO and Advisory Committees.

C. Project Schedule

- Jessica Smith reviewed project schedule activities to date with a summary of the five previous Steering Committee Meetings.
  - Meeting #1 – September 25, 2019.
    - Overview of LRTP Process & Steering Committee Role.
    - Review of 2040 LRTP Goals & Objectives.
    - Discussion regarding drafted Goals & Objectives.
  - Meeting #2 – November 14, 2019.
    - Reviewed Draft Goals & Objectives.
    - Recommended Goals & Objectives Draft for TPO Board & Committees.
  - Meeting #3 - January 17, 2020.
    - Finalize Recommended Goals & Objectives.
    - Review & Recommend Evaluation Criteria.
    - Overview of Financial Resources Information.
  - Meeting #4 - April 27, 2020.
    - Finalize Evaluation Criteria.
    - Finalize Financial Resources Information.
    - Community Profile update.
    - Overview of Congestion Management Process and Needs Plan.
  - Meeting #5 – August 19, 2020.
    - Congestion Management Process review for TPO approval.
    - Review input for Needs Plan projects.
      - Freight, Airport, Port, Bay Town Trolley, Tyndall, Navy.

D. Draft Needs Plan

- Cory Wilkinson reviewed the Needs Plan development and draft projects.
- Needs Plan Development - The Needs Plan looks at current and future transportation needs not considering funding. Needs always outweigh available funding, but the purpose of the Needs Plan is to think long-term. The process begins with examining the Existing + Committed (E+C) projects which are those projects for which funding and/or construction are currently in place. Deficiencies are identified by looking at the Northwest Florida Regional Planning Model which considers land use and population demographic changes across the FDOT District 3 planning area. Input is then obtained by the Steering Committee and the public, before being presented to the TPO for adoption.
- Deficiencies were presented to the Steering Committee based on the NW FL Regional Planning Model output which provides us a baseline of deficient roadway segments where the volume-to-capacity shows a deficiency need. Based on the deficiencies, improvement remedies are proposed to reduce the deficiency.
- It was explained that the model is only one form of input to help define the Needs Plan. Project Needs are also identified by examining several different sources of planning documents such as:
  - 2040 Needs Plan.
  - Transportation Improvement Program and Priorities.
  - Bike / Ped Plan.
  - Comprehensive Plans

- Economic Development Plan.
- Sector Plans (West Bay and Bay Walton)..
- Community Redevelopment Agency plans.
- City plans / Neighborhood plans.
- Hurricane Michael Long-Term Recovery Plan.
- City of Panama City Long-Term Recovery Planning Project.
- City of Panama City Beach Strategic Plan.
- Freight master plan.
- Military long-term land use and recovery plans.
- Port / Airport master plans.

- Local government coordination was also completed to review Needs Plan projects:
  - Bay County (09/14/20).
  - Panama City Beach (09/22/20).
  - TPO and Committees (09/23/20).
  - Panama City (09/30/20).
- Based on this coordination, several projects from the 2040 Needs Plan were not carried forward:
  - Compressed Natural Gas Filling Stations (will be referenced in final report).
  - Business 98 Capacity widening (replaced by Corridor / Complete Street Study).
  - US 98 at Tyndall Main Gate (under construction).
  - Jenks Avenue (under construction).
  - SR 77 Park and Ride lot (completed).
  - SR 77 multimodal improvement (replaced by Capacity project).
  - Local government coordination was also completed to review Needs Plan projects.
- Previously submitted comments were reviewed from the Citizens Advisory Committee Member Larry Messinger:
  - The projects are listed with a sequential numbering system from #1 thru #135 in the column, "2045 Needs Project ID. Is the "2045 Needs Project ID" number assigned to each project also considered to be a draft priority – or in other words is the order listed important to reviewing this draft?

    The numbering system is just a number for a map reference, not a priority.
  - The website indicates that there is a map that goes with the spreadsheet, but I could not find it. I assume it is there somewhere, but maybe I am not a good hunter of such things?

    Map link will be reviewed at this Steering Committee.
  - *There are two project lines, # 89 and # 92 that use the same description, "US 98A (Front Beach Road) Segment 4.3", but the "From" and "To" are different. That's seems confusing. In fact I don't understand what #92 is.*

    These project limits were adjusted:

    87: Hill Rd. to Hutchison Blvd.

    89: Hutchison Blvd. to Richard Jackson Blvd.

    92: Richard Jackson Blvd. to S. Thomas Drive. This project was removed from the Needs Plan list as it is on the Existing + Committed project list.
  - I am confused about Project # 133, "US 98 Panama City Beach Pkwy Elevated (connecting Back Beach/Bay Parkway Phase 2 and 3.) I **think** I know what this is, as I was involved in some previous discussions with PCB and county officials on future options for Back Back Road because of my personal concerns regarding this area (I live in Colony Club along Gayle's Trail), and continue to be quite sensitive to projects in this area, and thus would like to know for sure what this project is.

And furthermore, if Project # 133 is what I think it is, it seems like there is some overlap with Project line # 26, the six laning of Back Beach Road from Richard Jackson to Nautilus. I believe this needs some clarification.

Project # 133 is a potential new elevated portion of US 98 connecting Back Beach / Bay Parkway Phase 2 and 3 from Nautilus Street (Back Beach / Bay Parkway Phase 2) to Clara Avenue (Back Beach / Bay Parkway Phase 3).

- Needs Plan Projects – Cory Wilkinson explained the contents of the Needs Plan leading to the walk-through of the on-line map. The Needs Plan projects are categorized into these groups:
  - Capacity Projects (56).
  - Corridor / Complete Streets Projects (19).
  - Intersection Projects (12).
  - Transit Projects (09).
  - Bike / Ped Projects (05).
  - Aspirational Projects (02).
- In total, there are currently 101 projects in the 2045 Needs Plan (not counting the Aspirational Projects). For comparison, there were 60 projects in the 2040 Needs Plan. The new projects originate from analysis of the long-term and community planning documents such as the Hurricane Recovery Plans and associated planning efforts in both the City of Panama City Beach and the City of Panama City which are re-defining how the neighborhoods and communities should look and feel. This brings an important context to the development of Needs Plan projects re-focusing the need for capacity widening to corridor / complete streets studies, recognizing that capacity widening is not always the best solution.
  - **The on-line map was then reviewed. The full map link is referenced as:**
  - **https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=4d60e69ab2fc4324813faaca07e45cd8**
- Cory began with an overview of how to use the Geographic Information System (GIS) map and explained the map layers that are available to help understand the context. City and neighborhood boundaries have been added along with the TPO boundary. For reference, the list of Federal Functional Classification roadways are mapped which sets the threshold of the roadway network that is appropriate for consideration in the Needs Plan. Additional layers include Level of Service (LOS), evacuation routes, and the new FDOT Context Classification which is important in helping to understand the neighborhood context of the transportation system. Environmental layers are provided to help understand how the transportation network interacts with lands under environmental protection or management by other agencies.
  - Panama City Beach and Vicinity
    - US 98 capacity and transit needs were discussed.
    - Front Beach corridor and transit needs were discussed, including the Community Redevelopment Agency (CRA) projects and linkages and transit needs.
    - Back Beach corridor and capacity improvements were discussed including the need for elevated pedestrian crossings, and a potential elevated segment of US 98 connecting Back Beach / Bay Parkway Phases 2 and 3.
    - Bay Parkway Phases 2 and 3 where shown, along with the capacity improvements on the Powerline Road corridor leading out the of the TPO boundary.
    - A transit transfer / maintenance center need is identified on Front Beach Road at Hutchison Blvd.
    - Capacity improvements are identified along Joan Avenue connecting to Clarence Street, although it is not yet known exactly how the intersection would be reconfigured to complete this connection.

- Naval Support Activity (NSA) Panama City
  - NSA PC has identified the need for intersection improvements on the north end connecting to US 98 at Thomas Drive and at Woodlawn Drive.
- Panama City and Vicinity
  - Capacity improvements are identified on 23rd Street, transitioning into Corridor Study on the east end.
  - Corridor Studies are identified (rather than Capacity widening) along the major east/west corridors in response to community visioning plans:
    - US 98 / 15th Street.
    - Business 98 / Beck Avenue to 9th Street to Beach Drive into Millville, and Springfield.
    - 11th Street.
  - The Steering Committee was asked to consider whether Business 98 should be re-designated in accordance with the community vision plans to avoid the truck and through traffic in areas where the neighborhoods are developing such as St. Andrews, Glenwood, and Millville. No specific input was provided at the meeting.
  - Roundabouts are considered in two locations along Business 98 at Beach Drive and Harrison Avenue.
  - Corridor improvements are considered along Martin Luther King (SR 77) to re-evaluate the capacity improvements which changed the neighborhood character.
  - East Avenue capacity improvements are identified for the port / freight connections to US 231 and SR 390.
- Lynn Haven and Vicinity
  - Capacity improvements are identified on SR 77, and the eastern portion of SR 390 connecting to US 231. The western portion of SR 390 is not shown on the Needs Plan because it is a committed project under construction.
- Springfield / Parker / Callaway and Vicinity
  - Capacity improvements are identified on Transmitter Road connecting WeWa Highway to US 231.
  - Capacity improvements are identified on SR 22 (WeWa Highway) but only to Star Avenue. Steering Committee feedback was requested if additional improvements are needed east to the TPO boundary leading to Wewahitchka. None were identified at this time.
  - Potential roundabouts were identified on two locations on Cherry Street and on 7th Street at Transmitter Road.
  - The need for capacity widening was mentioned on US 98 Tyndall Parkway from Transmitter Road to Tyndall Air Force Base main gate because the project is listed in the Strategic Intermodal System (SIS) plan.
  - Tram Road relocation is proposed as a capacity project with intersection improvement (to be identified) linking at Tyndall Parkway and to the 11th Street corridor.
  - Star Avenue capacity improvements are identified linking WeWa Highway to US 231.
- Tyndall Air Force Base and Vicinity
  - Capacity improvements are identified on the Dupont Bridge Replacement (PD&E study underway to define height and width), linking capacity and transit needs to Tyndall AFB.
  - No additional capacity improvement is identified on US 98 through Tyndall AFB.

- Mexico Beach and Vicinity
  - Capacity improvements are identified on Gulf to Bay Highway.

- Capacity improvements are identified on Gulf Coast Parkway linking north back to US 231.

- North and Central County and Vicinity
  - Truck parking is identified as a need at the Port Distribution Center.
  - Capacity improvements are identified at Titus Road and the new Titus Road Connector.
  - Capacity improvements are identified along County Road 2321 including the road and bridge at Deer Point Lake and dam.
  - Capacity improvements are identified on CR 2301 linking US 231 to West Bay Parkway.
  - West Bay Parkway and West Bay Parkway Extension are identified as capacity needs, with West Bay Parkway extending east to the Airport, and to the TPO boundary, and beyond.
  - The connections between West Bay Parkway and SR 77 are identified as a need, but not fully developed at this time (shown as a circle on the map, but not reflecting an actual or proposed alignment).
  - Likewise, a corridor buffer is shown for future Gulf Coast Parkway Extension connecting Gulf Coast Parkway to West Bay Parkway (exact path not known at this time).
  - SR 20 corridor is identified for capacity improvement as it is also a freight / truck connection.
  - An aspirational project (beyond the 2045 Long Range Plan) is identified to provide a northern connection from SR 20 to the Airport.
  - An aspirational project is identified to provide a connection from SR 79 to I-10 and continuing north to the state line.

E. Comments from Committee Members and Public

- Tim Smith commented he liked the presentation and will reviewing the projects in further detail in the interactive map.

F. Next Steps

- Brittany Ellers updated the Steering Committee on the public outreach activities planned for the 2045 Long Range Transportation Plan Needs Plan will feature two components:
  - Online Component
    - Online Survey – questions developed based on input needed
    - Virtual Open House – project web page for those wishing to participate virtually
  - In-person Component
    - Print Survey - to be distributed throughout the study area
    - Suspending in-person meetings for now due to COVID-19.
    - Focus instead on numerous options for virtual communication (digital survey, e-mail, social media, e-blasts, open house web page, ECRC web page alert box, community calendars, outreach video, connecting with regional organizations and business partners).
    - Online components and final workshop deadline will be released Monday, November 2, 2020.

- Cory Wilkinson added the next Steering Committee is scheduled for Tuesday, November 17 and Needs Plan is anticipated to be approved at the January TPO Meeting.

G. Adjournment

- The meeting was adjourned at 10:17 a.m.

2045 Bay County Transportation Planning Organization Long Range Transportation Plan
Steering Committee #7
November 17, 2020 GoTo Meeting Summary

Members Attending
Bryant Paulk, FDOT Urban Liaison
Donna Green, FDOT Urban Liaison
Rickey Fitzgerald, FDOT (Freight)
Cliff Johnson, Technical Coordinating Committee
Kathy Younce for Kelly Jenkins, Technical Coordinating Committee
Robert Waddell, Citizens' Advisory Committee

Members Not Attending
Keith Bryant, Technical Coordinating Committee
Tim Smith, Technical Coordinating Committee
Angela Bradley, Bay Town Trolley Traycee Verdun Chapman, Tyndall Air Force Base
John Skaggs, Naval Coastal Systems Center
Richard McConnell, Northwest Florida Beaches International Airport
Wayne Stubbs, Port Panama City
John Lincoln, Citizens' Advisory Committee
Thomas Robinson, Citizens' Advisory Committee
Leon Miller, Citizens' Advisory Committee

Others Attending
Cory Wilkinson, HDR
Jessica Smith, HDR
Maurene Balmaseda, HDR
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Mary Jo Gustave, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan. He went through a rollcall for meeting participation purposes.

B. Overview of LRTP Process and Steering Committee

- Gary Kramer stated the 2045 Long Range Transportation Plan needs to be approved by the TPO by June 22, 2021 to maintain the five year requirement between Long Range Transportation Plan Updates.
- Gary Kramer mentioned the Steering Committee Members were approved by the Bay County TPO at their July 2019 meeting. The Steering Committee Members consist of members of the Technical Coordinating Committee, the Citizens Advisory Committee, and transportation partners in the region such as the FDOT, Bay Town Trolley, Northwest Florida Beaches International Airport, Port Panama City, Tyndall Air Force Base, and Naval Support Activity. The purpose of the Steering Committee is to

provide a detailed review of the various Long Range Transportation Plan products before they are presented to the TPO and Advisory Committees. The intention is to have most of the questions addressed by the time they are presented to the TPO and Advisory Committees.

C. Project Schedule

- Jessica Smith reviewed project schedule activities to date with a summary of the six previous Steering Committee Meetings.
  - Goals and Objectives: Adopted February 5, 2020
  - Evaluation Criteria and Financial Resources: Adopted May 27, 2020
  - Performance Measures: Adopted July 23, 2020
  - Congestion Management Process: Adopted September 23, 2020
  - Needs Plan: to be adopted at next TPO meeting (Jan 2021)
  - Cost Feasible Plan: must be adopted by June 22, 2021.

  - Meeting #1 – September 25, 2019.
    - Overview of LRTP Process & Steering Committee Role.
    - Review of 2040 LRTP Goals & Objectives.
    - Discussion regarding drafted Goals & Objectives.
  - Meeting #2 – November 14, 2019.
    - Reviewed Draft Goals & Objectives.
    - Recommended Goals & Objectives Draft for TPO Board & Committees.
  - Meeting #3 - January 17, 2020.
    - Finalize Recommended Goals & Objectives.
    - Review & Recommend Evaluation Criteria.
    - Overview of Financial Resources Information.
  - Meeting #4 - April 27, 2020.
    - Finalize Evaluation Criteria.
    - Finalize Financial Resources Information.
    - Community Profile update.
    - Overview of Congestion Management Process and Needs Plan.
  - Meeting #5 – August 19, 2020.
    - Congestion Management Process review for TPO approval.
    - Review input for Needs Plan projects.
      - Freight, Airport, Port, Bay Town Trolley, Tyndall, Navy.
  - Meeting #6 – October 28, 2020.
    - Review Needs Plan projects
  - Meeting #7 – November 17, 2020
    - Review Needs Plan projects

D. Draft Needs Plan

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  Project # 133 is a potential new elevated portion of US 98 connecting Back Beach / Bay Parkway Phase 2 and 3 from Nautilus Street (Back Beach / Bay Parkway Phase 2) to Clara Avenue (Back Beach / Bay Parkway Phase 3).

- *Thank you for the excellent overview of 2045 LRTP Needs Plan. I understand that an elevated section of Back Beach Rd near Nautilus has been discussed over the years as an alternative to cutting thru Colony Club to achieve capacity expansion and I encourage consideration of any and all alternatives to avoid disseminating well established, quiet neighborhoods to solve long term traffic issues. It seems to me that an elevated section may be a good long term idea but would introduce many new challenges (location of ramps to connect surface and elevated and safe access to businesses, neighborhoods, and schools) that would need to be sketched out some before such a project could really be commented on. And again...it was a good meeting!!*
  - **At this point, the conceptual need is identified, but the linkages and connections would require a more focused study to fully understand the ramifications to traffic and community linkages.**

- Needs Plan Projects – Cory Wilkinson explained the contents of the Needs Plan leading to the walk-through of the on-line map. The Needs Plan projects are categorized into these groups:
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- Cory began with an overview of how to use the Geographic Information System (GIS) map and explained the map layers that are available to help understand the context. City and neighborhood boundaries have been added along with the TPO boundary. Since the last meeting, additional layers have been added for CRA boundaries, and for the Sector Plan development occurring on the boundary of the O-W / Bay TPO area. For reference, the list of Federal Functional Classification roadways are mapped which sets the threshold of the roadway network that is appropriate for consideration in the Needs Plan. Additional layers include Level of Service (LOS), evacuation routes, and the new FDOT Context Classification which is important in helping to understand the neighborhood context of the transportation system. Environmental layers are provided to help understand how the transportation

network interacts with lands under environmental protection or management by other agencies. In addition, the function of the search window was reviewed to inform Steering Committee members how to search for a specific project from the spreadsheet.

- Panama City Beach and Vicinity
  - US 98 capacity and transit needs were discussed.
  - Front Beach corridor and transit needs were discussed, including the Community Redevelopment Agency (CRA) projects and linkages and transit needs.
  - Back Beach corridor and capacity improvements were discussed including the need for elevated pedestrian crossings, and a potential elevated segment of US 98 connecting Back Beach / Bay Parkway Phases 2 and 3. Gary clarified the need for the elevated segment to connect the Phase 2 and 3 projects without having to get back on US 98, and to avoid impacts to Colony Club.
  - Bay Parkway Phases 2 and 3 where shown, along with the capacity improvements on the Powerline Road corridor leading out the of the TPO boundary.
  - A transit transfer / maintenance center need is identified on Front Beach Road at Hutchison Blvd.
  - Capacity improvements are identified along Joan Avenue connecting to Clarence Street, although it is not yet known exactly how the intersection would be reconfigured to complete this connection.
- Naval Support Activity (NSA) Panama City
  - NSA PC has identified the need for intersection improvements on the north end connecting to US 98 at Thomas Drive and at Woodlawn Drive.
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- Panama City and Vicinity
  - Capacity improvements are identified on 23rd Street, transitioning into Corridor Study on the east end.
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    - US 98 / 15th Street.
    - Business 98 / Beck Avenue to 9th Street to Beach Drive into Millville, and Springfield.
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needed east to the TPO boundary leading to Wewahitchka. None were identified at this time.

- Potential roundabouts were identified on two locations on Cherry Street and on 7th Street at Transmitter Road.
- The need for capacity widening was mentioned on US 98 Tyndall Parkway from Transmitter Road to Tyndall Air Force Base main gate because the project is listed in the Strategic Intermodal System (SIS) plan.
- Tram Road relocation is proposed as a capacity project with intersection improvement (to be identified) linking at Tyndall Parkway and to the 11th Street corridor.
- Star Avenue capacity improvements are identified linking WeWa Highway to US 231.

- Tyndall Air Force Base and Vicinity
  - Capacity improvements are identified on the Dupont Bridge Replacement (PD&E study underway to define height and width), linking capacity and transit needs to Tyndall AFB.
  - No additional capacity improvement is identified on US 98 through Tyndall AFB.
- Mexico Beach and Vicinity
  - Capacity improvements are identified on Gulf to Bay Highway.
  - Capacity improvements are identified on Gulf Coast Parkway linking north back to US 231.
- North and Central County and Vicinity
  - Truck parking is identified as a need at the Port Distribution Center.
  - Capacity improvements are identified at Titus Road and the new Titus Road Connector.
  - Capacity improvements are identified along County Road 2321 including the road and bridge at Deer Point Lake and dam.
  - Capacity improvements are identified on CR 2301 linking US 231 to West Bay Parkway.
  - West Bay Parkway and West Bay Parkway Extension are identified as capacity needs, with West Bay Parkway extending east to the Airport, and to the TPO boundary, and beyond. Gary asked for Steering Committee input if the Extension project was needed. No input was received.
  - The connections between West Bay Parkway and SR 77 are identified as a need, but not fully developed at this time (shown as a circle on the map, but not reflecting an actual or proposed alignment).
  - Likewise, a corridor buffer is shown for future Gulf Coast Parkway Extension connecting Gulf Coast Parkway to West Bay Parkway (exact path not known at this time).
  - SR 20 corridor is identified for capacity improvement as it is also a freight / truck connection.
  - An aspirational project (beyond the 2045 Long Range Plan) is identified to provide a northern connection from SR 20 to the Airport.
  - An aspirational project is identified to provide a connection from SR 79 to I-10 and continuing north to the state line.

E. Public Outreach Summary

- Brittany Ellers summarized the public outreach completed on the Needs Plan. On-line and print versions were distributed. No print versions were received. About 160 on-line responses were received.
- For the various project types, the following summarizes the responses of Most Needed:

    - Capacity 68%
    - Multi-Modal 39%
    - Major Intersections 50%
    - Public Transportation 26%
    - Bike / Ped 41%
- For significant transportation concerns, most indicated Congestion / Delay as the biggest concern (64%).
- Most of the responses indicated the car is the transportation mode most often used (96%) and most preferred (76%).
- Survey responses were also mapped by ZIP Code indicating most responses were from the southern portion of the TPO area. Additional outreach methods will be evaluated for future surveys to get additional input from the unincorporated areas in the northern part of the TPO boundary.
- Brittany Ellers mentioned that staff will be presenting to the Lynn Haven Rotary Club and the Panama City Kiwanis Club in December
- Gary Kramer indicated that staff could present to additional Rotary Clubs and Kiwanis Clubs in the area. If any Steering Committee Members are also members of these community groups, please coordinate with Brittany to organization a presentation on the Long Range Transportation Plan.

F. Comments from Committee Members and Public

- No comments were received from the Committee Members or the public.
- Austin Mount provided an update on future meetings. If the Governor issues an Executive Order, we will meet virtually. If not, we will likely have a hybrid platform in the future (in person and virtual).

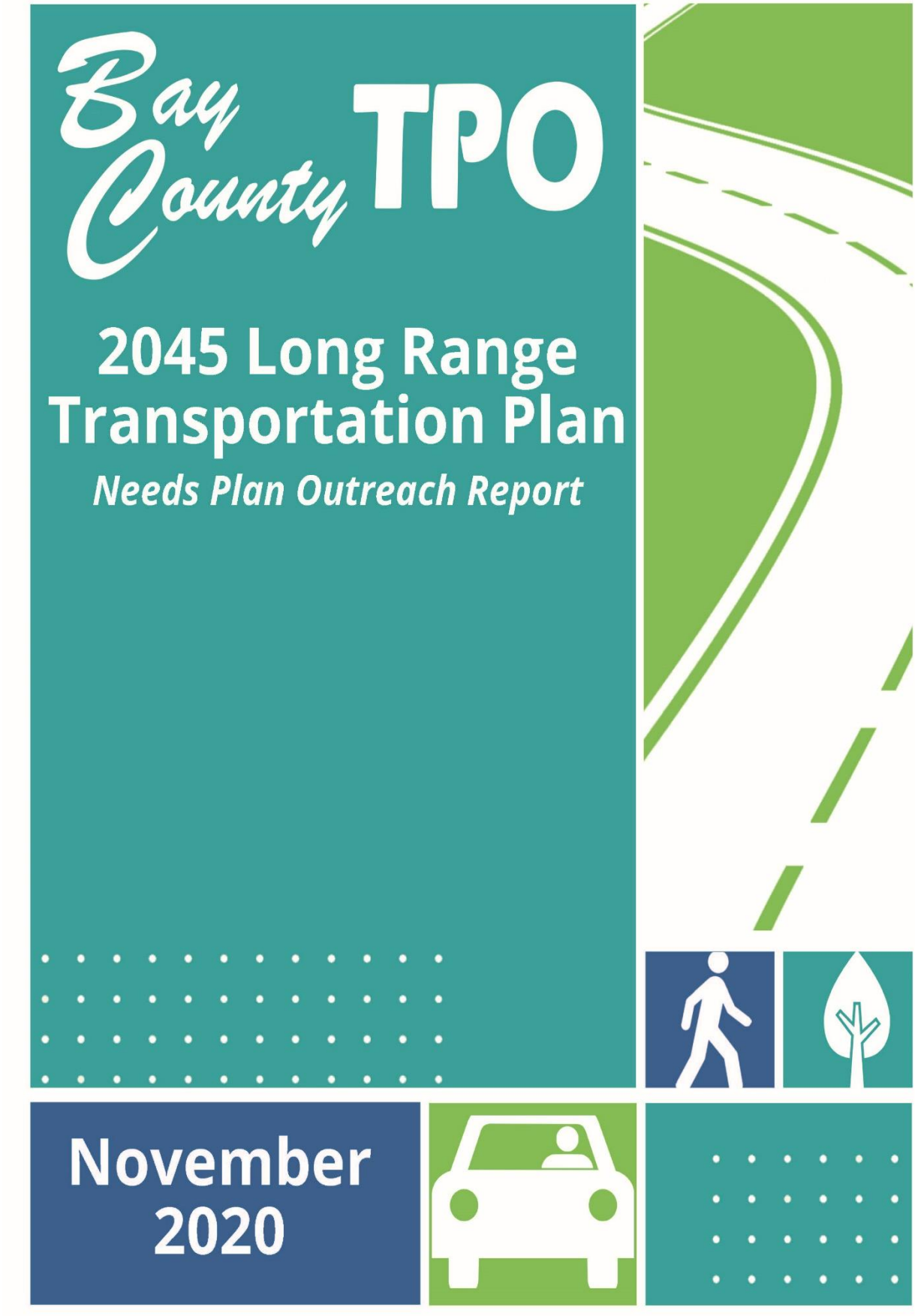
G. Next Steps

- Gary Kramer indicated the 2045 Needs Plan will be action item for the TPO and Advisory Committee Meetings in January. The Steering Committee Meeting will be in February and meeting with two additional time after that meeting. The 2045 Cost Feasible Plan will be a review item in April and for action by the TPO and Advisory Committee Meeting in June.

H. Adjournment

- The meeting was adjourned at 10:13 a.m.

APPENDIX C – 2045 LONG RANGE TRANSPORTATON PLAN PUBLIC OUTREACH REPORT


Bay County TPO
2045 Long Range Transportation Plan
Needs Plan Outreach Report
November 2020

2045 Long Range Transportation Plan

Needs Plan Outreach Summary

A Survey was developed and distributed for the Bay County TPO to garner input on the Needs Plan. The survey was disseminated online, through social media promotion, eblast to local media and community groups, and at target physical locations in the TPO area. A temporary Virtual Open House webpage was developed for the community to find all relevant information such as a short educational video, informational presentation, online survey, and the project timeline highlighting current step in the process.

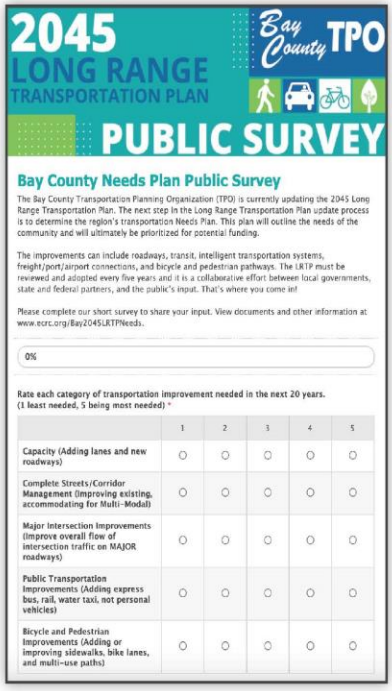
This following report outlines the results of the LRTP Needs Plan survey.



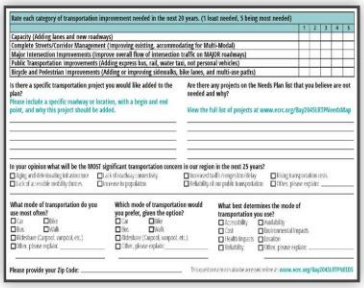
VIRTUAL OPEN HOUSE WEBPAGE



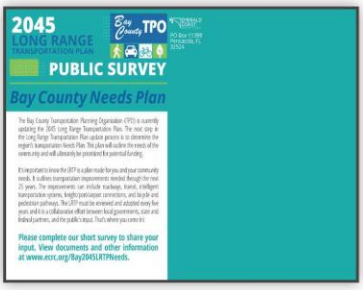
EDUCATIONAL VIDEO



ONLINE PUBLIC SURVEY



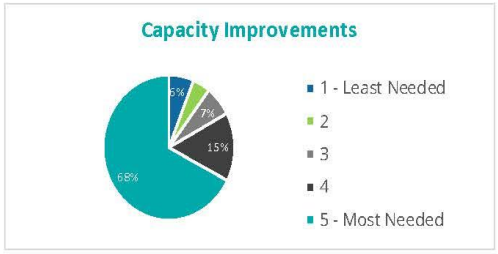
PRINT SURVEY



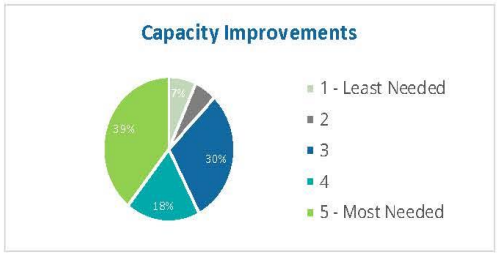
PRINT SURVEY

BAY COUNTY 2045 LRTP NEEDS PLAN - SURVEY RESPONSES

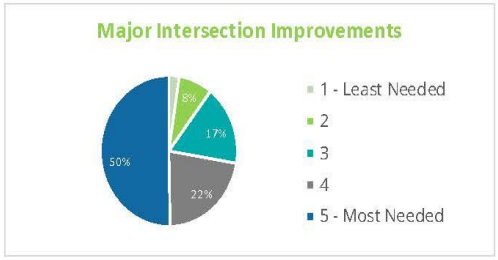
Capacity Improvements	
1 - Least Needed	10
2	7
3	11
4	25
5 - Most Needed	110
Total Responses	163



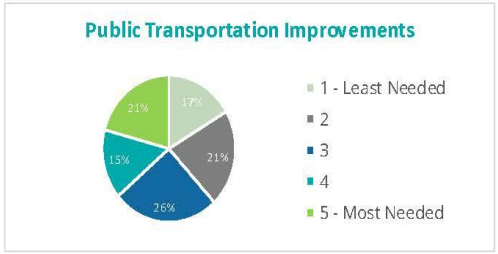
Multi-Modal Improvements	
1 - Least Needed	11
2	9
3	49
4	30
5 - Most Needed	64
Total Responses	163



Major Intersection Improvements	
1 - Least Needed	4
2	13
3	28
4	36
5 - Most Needed	82
Total Responses	163



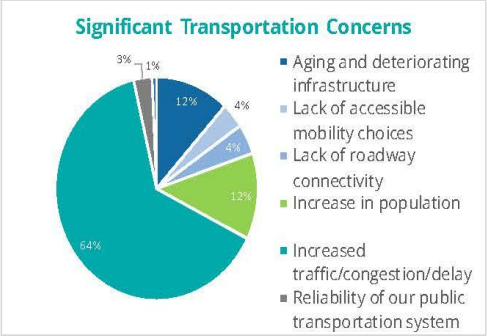
Public Transportation Improvements	
1 - Least Needed	27
2	35
3	42
4	25
5 - Most Needed	34
Total Responses	163



Bicycle and Pedestrian Improvements	
1 - Least Needed	23
2	20
3	25
4	29
5 - Most Needed	66
Total Responses	163



Significant Transportation Concerns	
Aging and deteriorating infrastructure	16
Lack of accessible mobility choices	5
Lack of roadway connectivity	6
Increase in population	17
Increased traffic/congestion/delay	87
Reliability of our public transportation system	4
Rising transportation costs	1
Other	136

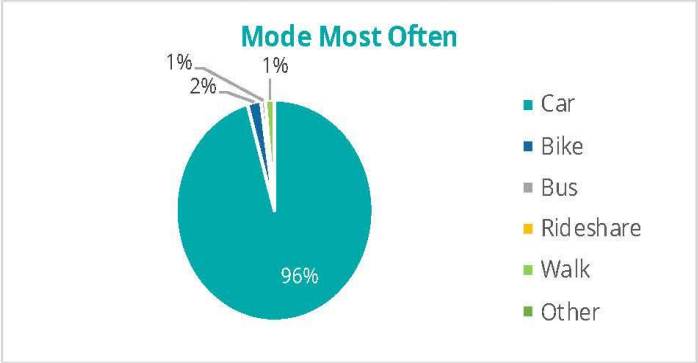


ROADWAYS MENTIONED TO INCLUDE
Panama City Beach Parkway
Back Beach Road
Bay Parkway
Front Beach Road
US 98
Hutchinson Road
Beach Bypass
Titus Road
Pier Park
Back Back Beach Road
231
Jackson Boulevard
Highway 79
Star Avenue
East Ave
Cheokee Heights (Neighborhood)
John Pitts (Neighborhood)
Nautilus Rd.
Wildwood
CR 389
SR 30
5th Street
Hathaway Bridge
Mid-Bay Bridge (Bay Parkway to Old Airport)
Frankford Ave.
390
Nehi Road
Watersound (neighborhood)
Mandy Lane

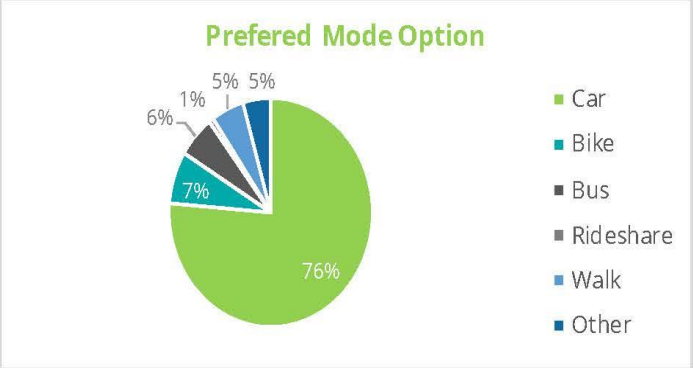
ROADWAYS TO REMOVE MENTIONED
BidAWee (Neighborhood)
Highway 98
Highway 79 (Roundabout)
US 98/231
East Avenue
Bike Lanes (in general)
Back Back Bach Road

BAY COUNTY 2045 LRTP NEEDS PLAN - SURVEY RESPONSES

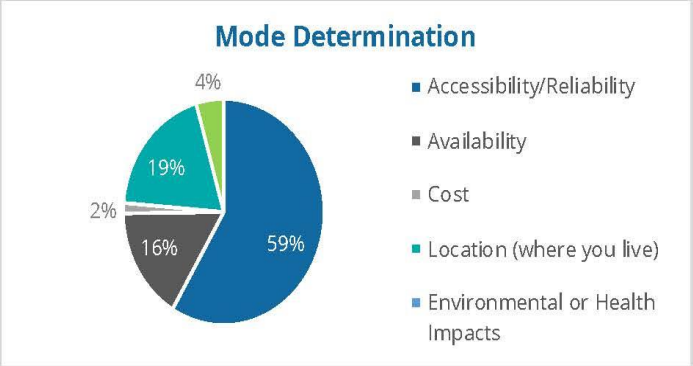
Mode Most Often	
Car	129
Bike	3
Bus	1
Rideshare	0
Walk	2
Other	0
Total	135



Prefered Mode Option	
Car	103
Bike	10
Bus	8
Rideshare	1
Walk	7
Other	6
Total	135



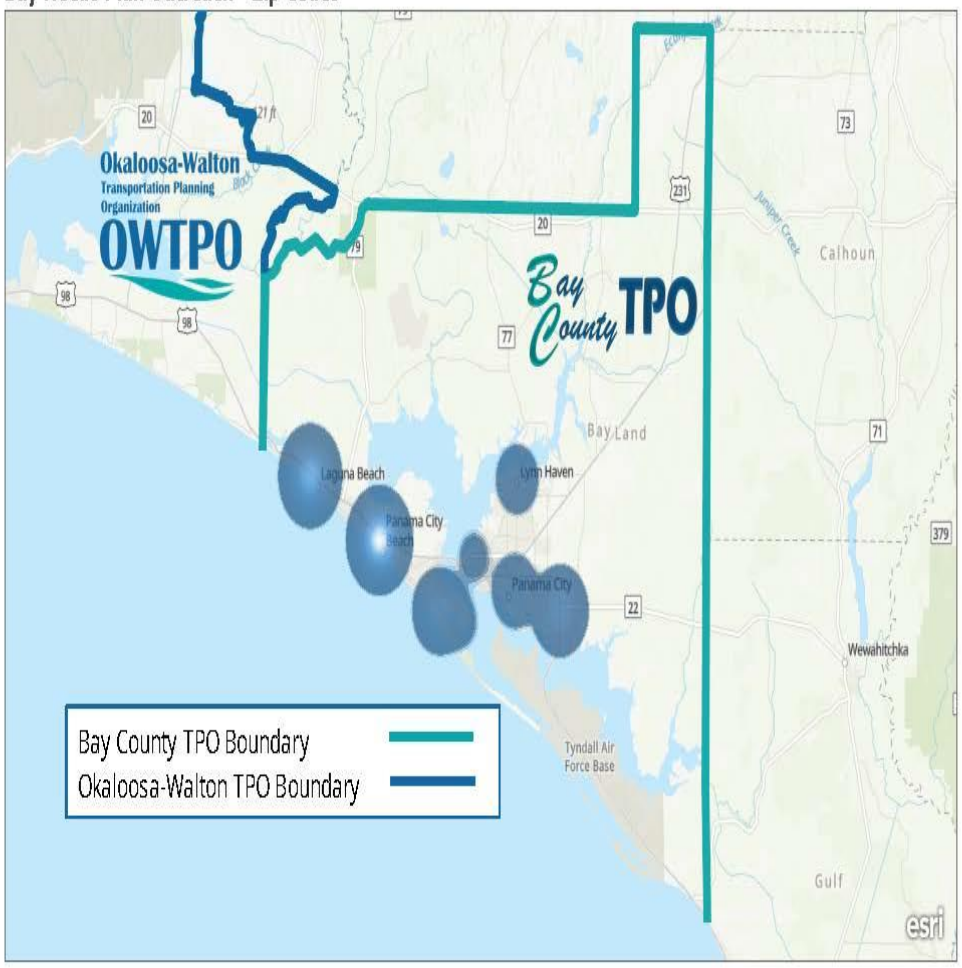
Mode Determination	
Accessibility/Reliability	79
Availability	22
Cost	2
Location (where you live)	26
Environmental or Health Impacts	0
Other	6
Total	135



Significant Transportation Concerns	
Aging and deteriorating infrastructure	16
Lack of accessible mobility choices	5
Lack of roadway connectivity	6
Increase in population	17
Increased traffic/congestion/delay	87
Reliability of our public transportation system	4
Rising transportation costs	1
Other	136

BAY COUNTY 2045 LRTP NEEDS PLAN - SURVEY RESPONSES

Bay Needs Plan Outreach - Zip Codes



Esri, CGIAR, USGS | County of Bay, FDEP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

APPENDIX D – COMMUNITY GROUP COMMENTS AND RESPONSES

Panama City Kiwanis Club
December 2, 2020

1. **Who would I contact regarding a Bike/Path connection between Walton and Bay County?**

   Caitlin Cerame caitlin.cerame@ecrc.org is the Bicycle/Pedestrian Planner for the Emerald Coast Regional Council. She will be able to provide the information associated with a Bike/Path connection in the vicinity of Walton and Bay Counties.

2. **Who would I talk to regarding whether a traffic signal is needed at a particular intersection?**

   If the intersection is on a state road, it would be the Florida Department of Transportation (FDOT). If the intersection is on a local or county road, it would be the associated municipality or Bay County. The Florida Department of Transportation (or other government agency as applicable) would complete a signal warrant study to determine if the signal is warranted. The Florida Department of Transportation contact for such purposes is District Traffic Operations Engineer Kerrie Harrell kerrie.harrell@dot.state.fl.us and the Bay County Traffic Engineering Manager is Cliff Johnson cjohnson@baycountyfl.gov.

3. **Are Hurricane Evacuation routes considered in the Bay County Transportation Planning Organization (TPO) planning efforts?**

   Hurricane Evacuation Routes are identified in the TPO's 2045 Long Range Transportation Plan Evaluation Criteria which is based on the adopted Goals and Objectives to rank the projects in the Needs Plan. However, please note there are several other categories besides Hurricane Evacuation that are used to rank projects in the Needs Plan such as Safety, Bicycle/Pedestrian, System Preservation, Security, Congestion, and Economic Vitality.

4. **What bike/ped projects and capacity Projects have been recently completed?**

   Bicycle/Pedestrian Projects on segments on Front Beach Road were once TPO priorities and some have been constructed and some are planned to be constructed in the next five years. Capacity projects that have been recently constructed are Baldwin Road from SR 390 to Kirkwell Avenue, Jenks Avenue from 23rd Street to Baldwin Road, and Bay Parkway Phase I from SR 79 to US 98.

5. **Are there term limits for the members of the (TPO), Technical Coordinating Committee (TCC), and the Citizens' Advisory Committee (CAC)?**

   There are currently no term limits for members of the TPO, TCC, and the CAC.

6. **What is the status of Jenks Avenue and SR 390?**

   Jenks Avenue from Baldwin Road to SR 390 is under construction, as is SR 390 from 23rd Street to SR 77. The Project Development and Environment Study is complete, and Design is funded in FY 2022/2023 for SR 390 from SR 77 to US 231. Right of Way and Construction are not funded in the Five-Year Work Program for SR 390 from SR 77 to US 231.

7. **A traffic signal is needed at Baldwin Road and Jenks Avenue because of apartment complexes on Jenks.**

   Unless I misunderstood this question, a mast arm traffic signal is currently existing at Baldwin Road and Jenks Avenue.

Lynn Haven Rotary Club
December 9, 2020

1. **What is the status of funding for SR 390 from SR 77 to US 231?**

   SR 390 from SR 77 to US 231 currently has Design funded in Fiscal Year 2022/2023. Right and Construction are currently not funded in the Florida Department of Transportation Five-Year Work Program (FY 2020/2021 to FY 2024/2025).

2. **What are the improvements on SR 77 in Lynn Haven?**

   SR 77 from 23rd Street to SR 390 is shown as a Corridor Management/Complete Streets Improvement. SR 77 from SR 390 to the Bay County Line is shown as a 6-lane needed improvement.

3. **What sidewalk projects are funded in Lynn Haven?**

   Currently no sidewalk projects are funded by the Bay County Transportation Planning Organization in the Five Year Work Program (FY 2020/2021 to FY 2024/2025) in the City of Lynn Haven. However, the City of Lynn Haven has submitted a Transportation Alternative Project which identifies a sidewalk on Tennessee Avenue from West 5th Street to West 14th Street, a sidewalk on Minnesota Avenue from East 14th Street to East 17th Street, and a sidewalk on East 17th Street from Iowa Avenue to Mississippi Avenue. The project is currently ranked as the Number 2 Priority for Transportation Alternative Funds. Funding for this project will not be known until January 2021 when the Florida Department of Transportation presents its Five-Year Work Program.

4. **Are SMART lights being planned in Lynn Haven due to the impacts from Hurricane Michael?**

   The funds for the lighting project on SR 77 from 6th Street or Business 98 in Panama City to 9th Street in Lynn Haven has funding split over two years (Fiscal Year 2019/2020 and Fiscal Year 2020/2021) based on an increase in the construction estimate. This SR 77 lighting project will be constructed through a Joint Participation Agreement with Gulf Power and the Florida Department of Transportation. The funds have been encumbered and Gulf Power can begin the project based on their internal construction schedule and workforce availability.

5. **When will the Rails to Trails project be completed in Lynn Haven?**

   The Lynn Haven Rails to Trails project from US 231 to East 10th Street is currently funded for construction in Fiscal Year 2021/2022.

APPENDIX E – UNIT COSTS

District 3 Estimates
2018 Cost Per Mile Models

LRE Project No.	Estimator	Rural Roadway Arterial (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333301-1-52-07	JK	New Construction (2-Lane Roadway) 5' Paved Shoulders, undivided	$3,505,836.39	$350,583.64	$385,642.00	$4,242,062.03	$636,309.30	$50,000.00	**$4,928,371.33**
333302-1-52-07	CB	New Construction (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$5,536,583.00	$553,658.32	$609,024.15	$6,699,265.67	$1,004,889.85	$77,041.56	**$7,781,197.08**
333303-1-52-07	PR	New Construction (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$6,277,111.18	$627,711.12	$690,482.23	$7,595,304.53	$1,139,295.68	$87,346.00	**$8,821,946.21**
333304-1-52-07	RK	Milling and Resurfacing (2-Lane Roadway) 5' Paved Shoulders, undivided	$389,319.06	$39,931.91	$42,825.10	$471,076.07	$70,661.41	$27,086.87	**$568,824.35**
333305-1-52-07	JK	Milling and Resurfacing (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$855,754.34	$85,575.43	$94,132.98	$1,035,462.75	$155,319.41	$50,000.00	**$1,240,782.16**
333306-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$1,334,723.48	$1,333,472.35	$146,819.58	$1,615,015.41	$242,252.31	$50,000.00	**$1,907,267.72**
333307-1-52-07	PR	Add 2 Lanes (2 to 4) Lanes divided with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) to Instrastate Standards, divided 40' Median, Lt & Rt T. Lanes	$5,050,479.63	$505,047.96	$555,552.76	$6,111,080.35	$916,662.05	$70,277.42	**$7,098,019.82**
333308-1-52-07	RK	Add 2 Lanes (4 to 6) Lanes with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) divided 40' Median, Lt & Rt T. Lanes	$4,443,955.05	$444,395.50	$488,835.06	$5,377,185.61	$806,577.84	$61,837.63	**$6,245,601.08**
333309-1-52-07	JK	Add 2 Lanes (6 to 8) Lanes with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) divided 40' Median, Lt & Rt T. Lanes	$4,702,905.10	$470,290.51	$517,319.56	$5,690,515.17	$853,577.28	$65,440.92	**$6,609,533.37**
333310-1-52-07	CB	Add 1 Through Lane 12' on Inside (Resurface Existing) with 5' Paved Shoulders	$1,737,769.93	$173,776.99	$191,154.69	$2,102,701.61	$315,405.24	$50,000.00	**$2,468,106.85**
333311-1-52-07	PR	Add 1 Through Lane on Outside (Resurface Existing) with 5' Paved Shoulders	$1,141,652.28	$114,165.23	$125,581.75	$1,381,399.26	$207,209.89	$50,000.00	**$1,638,609.15**
333312-1-52-07	RK	Add 300' Exclusive Left Turn Lane(Rural Typical resuface existng lanes)	$143,261.41	$38,680.58	$36,388.40	$218,330.39	$32,749.56	$12,554.00	**$263,633.95**
333313-1-52-07	JK	Add 300' Exclusive Right Turn Lane(Rural Typical resuface existng lanes)	$152,015.68	$38,003.92	$38,003.92	$228,023.52	$34,203.53	$13,111.35	**$275,338.40**
LRE Project No.		**Urban Roadway Arterial (cost per mile)**	**Construction Cost from LRE**	**MOT (10%)**	**Mobilization (10%)**	**Subtotal**	**Unknowns 15%**	**Initial Contingency**	**Total Construction Cost**
333314-1-52-07	CB	New Construction (2-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided	$5,474,172.43	$547,417.24	$602,158.97	$6,623,748.64	$993,562.30	$76,173.11	**$7,693,484.05**
333315-1-52-07	PR	New Construction (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	$8,351,463.47	$835,146.35	$918,660.98	$10,105,270.80	$1,515,790.62	$116,210.61	**$11,737,272.03**
333316-1-52-07	RK	New Construction (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	$9,564,962.44	$956,496.24	$1,052,145.87	$11,573,604.55	$1,736,040.68	$133,096.45	**$13,442,741.68**
333317-1-52-07	JK	Milling and Resurfacing (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	$905,543.62	$90,554.36	$99,609.80	$1,095,707.78	$164,356.17	$50,000.00	**$1,310,063.95**
333318-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	$1,118,205.65	$111,820.56	$123,002.62	$1,353,028.83	$202,954.32	$50,000.00	**$1,605,983.15**
333319-1-52-07	PR	Add 2 Lanes (2 to 4) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$7,218,487.61	$721,848.76	$794,033.64	$8,734,370.01	$1,310,155.50	$100,445.26	**$10,144,970.77**
333320-1-52-07	RK	Add 2 Lanes (4 to 6) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$5,852,065.47	$585,206.55	$643,727.20	$7,080,999.22	$1,062,149.88	$81,431.49	**$8,224,580.59**
333321-1-52-07	JK	Add 2 Lanes (6 to 8) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$5,668,875.87	$566,887.59	$623,576.35	$6,859,339.81	$1,028,900.97	$78,882.41	**$7,967,123.19**
333322-1-52-07	CB	Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	$2,373,996.77	$237,399.68	$261,139.64	$2,872,536.09	$430,880.41	$50,000.00	**$3,353,416.50**
333323-1-52-07	PR	Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	$1,171,425.43	$175,713.81	$161,656.71	$1,508,795.95	$226,319.39	$50,000.00	**$1,785,115.34**
333324-1-52-07	RK	Add 300' Exclusive Left Turn Lane	$239,683.42	$47,936.68	$43,143.02	$330,763.12	$49,614.47	$19,018.88	**$399,396.47**
333325-1-52-07	JK	Add 300' Exclusive Right Turn Lane	$178,128.24	$35,625.65	$42,750.78	$256,504.67	$38,475.70	$14,749.02	**$379,488.39**

LRE Project No.		Interchange on Interstate (cost per interchange)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333331-1-52-07	CB	Interstate Diamond Interchange	$17,298,126.79	$1,729,812.68	$1,902,793.95	$20,930,733.42	$3,139,610.01	$150,000.00	**$24,220,343.43**
333332-1-52-07	PR	Partial cloverleaf interchange with 2 loop ramps - Mainline over crossroad	$33,322,459.13	$3,332,245.91	$3,665,470.50	$40,320,175.54	$6,048,026.33	$150,000.00	**$46,518,201.87**
333333-1-52-07	RK	Rural Trumpet Interchange - Ramps over crossroad	$17,712,685.03	$1,771,268.50	$1,948,395.35	$21,432,852.33	$3,214,852.33	$150,000.00	**$24,797,704.66**
LRE Project No.		**Frontage Roads Rural (cost per mile)**	**Construction Cost from LRE**	**MOT (10%)**	**Mobilization (10%)**	**Subtotal**	**Unknowns 15%**	**Initial Contingency**	**Total Construction Cost**
333334-1-52-07	JK	New Construction (1-Lane Roadway) 1 - 12' lane	$772,932.59	$77,293.26	$85,022.58	$935,248.43	$140,287.26	$50,000.00	**$1,129,677.79**
333335-1-52-07	CB	New Construction (2-Lane Roadway) 2 - 12' lanes	$1,706,129.63	$170,612.96	$187,674.26	$2,064,416.85	$309,662.53	$50,000.00	**$2,424,079.38**
LRE Project No.		**Roadway Traffic Signals (Per Location / Intersection)**	**Construction Cost from LRE**	**MOT (10%)**	**Mobilization (10%)**	**Subtotal**	**Unknowns 15%**	**Initial Contingency**	**Total Construction Cost**
333341-1-52-07	PR	Strain Poles **Flashing Beacon** Rural 2 - lane undivided	$27,243.62	$2,724.36	$2,996.80	$32,964.78	$4,944.72	$1,895.48	**$39,804.98**
333342-1-52-07	RK	Strain Poles **Flashing Beacon** Urban 2 - lane undivided	$37,523.07	$3,752.31	$4,127.54	$45,402.92	$6,810.44	$2,610.67	**$54,824.03**
333343-1-52-07	JK	Strain Poles **Flashing Beacon** RURAL 4 - lane divided	$49,226.64	$4,922.66	$5,414.93	$59,564.23	$8,934.63	$3,424.94	**$74,151.60**
333344-1-52-07	CB	Strain Poles **Flashing Beacon** Urban 4 - lane undivided	$64,330.71	$6,433.07	$7,076.38	$77,840.16	$11,676.02	$4,475.81	**$93,991.99**
333347-1-52-07	PR	Mast Arms **Signals** URBAN 2 - Lane undivided	$248,803.94	$24,880.39	$27,368.43	$301,052.76	$45,157.91	$17,310.53	**$363,521.20**
333348-1-52-07	RK	Mast Arms **Signals** URBAN 4 - Lane divided	$270,524.10	$27,052.41	$29,757.65	$327,334.16	$49,100.12	$18,821.71	**$395,255.99**
333349-1-52-07	JK	Mast Arms **Signals** URBAN 6 - Lane divided	$342,166.96	$20,530.02	$18,134.85	$380,831.83	$19,041.59	$19,993.67	**$504,884.16**
333350-1-52-07	CB	Strain Poles **Signals** Rural 2 - lane undivided	$82,111.32	$18,064.49	$18,031.65	$118,207.46	$17,731.12	$6,796.93	**$142,735.51**
333351-1-52-07	PR	Strain Poles **Signals** Rural 4 - lane divided	$150,088.40	$18,010.61	$18,490.89	$186,589.90	$27,988.49	$10,728.92	**$225,307.31**
333352-1-52-07	RK	Strain Poles **Signals** Rural 6 - lane divided	$213,197.40	$21,319.74	$23,451.71	$257,968.85	$38,695.33	$14,833.21	**$311,497.39**
333353-1-52-07	JK	Strain Poles **Signals** Urban 2 - lane undivided	$109,152.07	$16,372.81	$15,062.99	$140,587.87	$21,088.18	$8,083.80	**$172,824.40**
333354-1-52-07	CB	Strain Poles **Signals** Urban 4 - lane divided	$147,054.35	$17,646.52	$19,764.10	$184,464.97	$27,669.75	$10,606.74	**$222,741.46**
333355-1-52-07	PR	Strain Poles **Signals** Urban 6 - lane divided	$169,761.12	$20,371.33	$20,914.57	$211,047.02	$31,657.05	$12,135.20	**$254,839.27**
333356-1-52-07	RK	Mast Arms **Signals** RURAL 2 - lane undivided	$216,252.10	$21,625.21	$23,787.73	$261,665.04	$39,249.76	$15,045.74	**$315,960.54**
333357-1-52-07	JK	Mast Arms **Signals** RURAL 4 - lane divided	$274,008.90	$27,400.89	$30,140.98	$331,550.77	$49,732.62	$19,064.17	**$402,913.55**
333358-1-52-07	CB	Mast Arms **Signals** RURAL 6 - lane divided	$325,985.50	$32,598.55	$35,858.40	$394,442.45	$59,166.37	$22,680.44	**$476,289.26**
LRE Project No.		**Roadway Bicycle and Pedestrian Facilities (cost per mile, Sq. Ft., per Int)**	**Construction Cost from LRE**	**MOT (10%)**	**Mobilization (10%)**	**Subtotal**	**Unknowns 15%**	**Initial Contingency**	**Total Construction Cost**
333360-1-52-07	PR	Sidewalks Per Mile (5' Width - 1 Side)	$194,550.41	$19,455.04	$21,400.54	$235,405.99	$35,310.90	$13,535.84	**$284,252.73**
333362-1-52-07	RK	Sidewalks Per Mile (5' Width - Both Sides)	$388,834.46	$38,883.45	$42,771.79	$470,489.70	$70,573.46	$27,053.16	**$568,116.32**
333363-1-52-07	JK	Bike Lane Per Mile (5' Paved Shlders) Both sides	$201,274.81	$20,127.48	$22,140.23	$243,542.52	$36,531.38	$14,003.70	**$294,077.60**
333364-1-52-07	CB	Multi-Use Trail Per Mile (12' Width - 1 Side) off Roadway	$589,940.84	$58,994.08	$64,893.49	$713,828.41	$107,074.26	$41,045.13	**$861,947.80**
333365-1-52-07	PR	Pedestrian Activated Signal Per Intersection 4 - way	$17,811.00	$1,781.10	$1,959.21	$21,551.31	$3,232.70	$1,239.20	**$26,023.21**
333366-1-52-07	RK	Crosswalk per intersection 12" white stripe(Paint / Thermo) 5 - 12' lanes on all quadrants	$2,976.00	$2,973.60	$327.36	$3,600.96	$540.14	$207.06	**$4,348.16**
333375-1-52-07	JK	Pedestrian Overpass with Handicap Ramps per **Sq. Ft.**							**$225.00**

LRE Project No.		Roadway Stormwater Retention Facilities (Per Pond)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333370-1-52-07	**CB**	1 (1.0 Acre Pond Site) complete w/o fencing	$219,700.60	$21,970.06	$24,167.07	$265,837.73	$39,875.66	$15,285.67	**$320,999.06**
333371-1-52-07	**PR**	1 (2.5 Acre Pond Site) complete w/o fencing	$388,872.80	$38,887.28	$42,776.01	$470,536.09	$70,580.41	$27,055.82	**$568,172.32**
333372-1-52-07	**RK**	1 (5.0 Acre Pond Site) complete w/o fencing	$803,517.70	$80,351.77	$88,386.95	$972,256.42	$145,838.46	$50,000.00	**$1,168,094.88**

NOTE:

1. Present Day Cost, based on typical sections comnponent and sub-component details, developed in the LRE system with current bid history
2. Unit prices based on current D-3 market area or county unit price at the pay item level.
3. These cost are not project specific, should be used for preliminary cost only.
4. **CEI is normally 15% of the Construction cost, (NOT INCLUDED).**

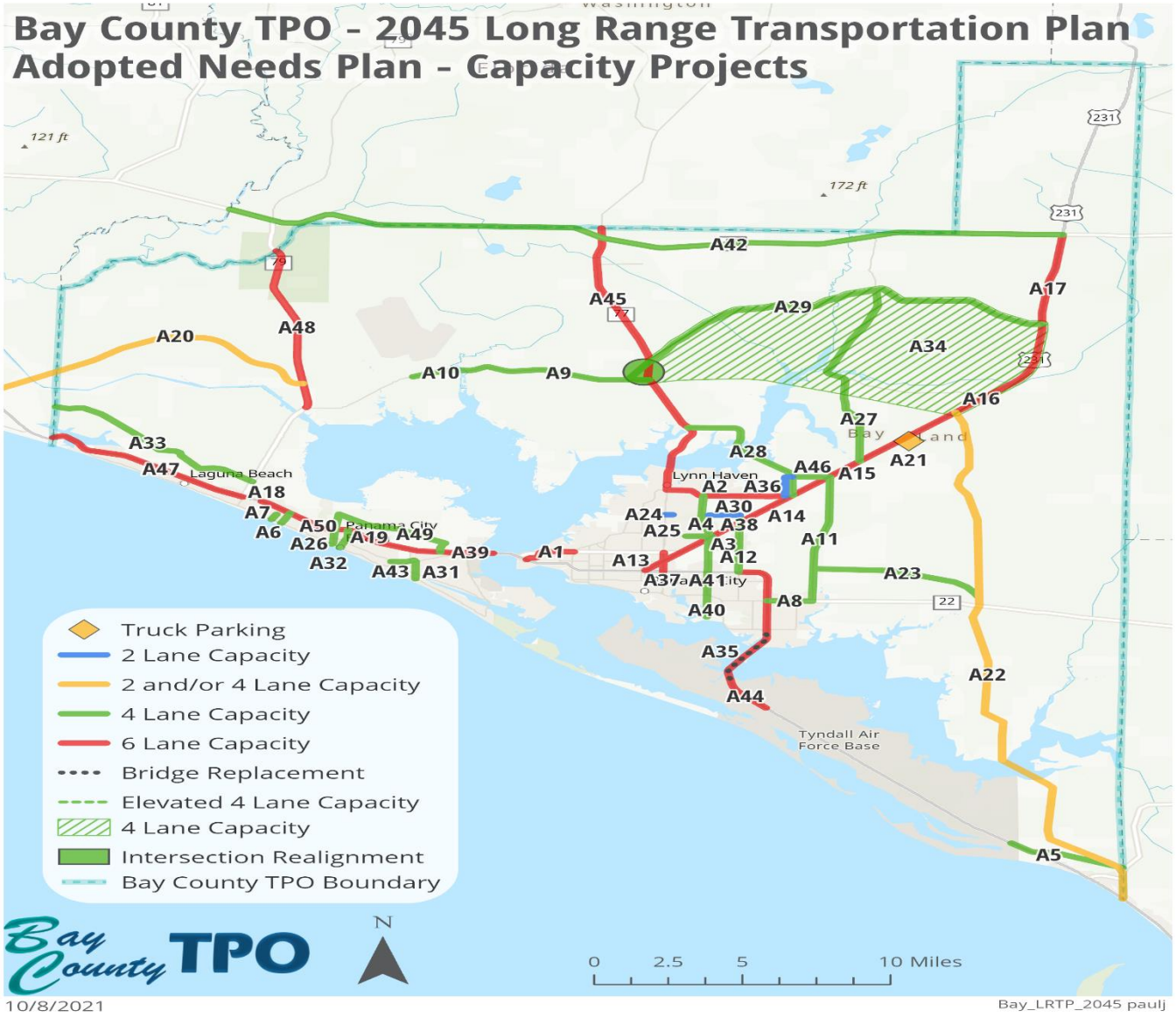
District 3 Estimates
2017 Bridge Cost per Square Foot Models

	New Bridge Construction	Cost Per Square Foot
JK	Low Level (off system)	**$131.00**
CB	Low Level (on system)	**$136.00**
PR	Medium Level (off system)	**$143.00**
RK	Medium Level (on system)	**$143.00**
JK	High Level (on system)	**$150.00**
CB	Overpass (Over Railroad)	**$380.00**
PR	Overpass (Over Roadway)	**$143.00**
RK	Pedestrian Overpass (Ramps, Full enclosure, Design Build)	**$225.00**
JK	Bridge Removal of (Existing Bridge)	**$45.00**
	Bridge Widening	**Cost Per Square Foot**
CB	Low Level	**$166.00**
PR	Mid Level	**$174.00**
RK	High Level	**$195.00**
JK	Overpass (Over Roadway)	**$176.00**
CB	Bridge Removal (Existing Bridge) for widening	**$75.00**

NOTE:

1. Present Day Cost, per square foot of deck area, developed in the LRE system with current bid history.
2. **Excluded** right-of-way cost, roadway approaches, no guardrail / thrie beam, no CEI.
3. Market trends impact cost for concrete and steel, labor and materials in the construction industry.
4. Costs developed for report are not site-specific and should be for preliminary estimating purposes only.
4. Phase construction add 25% to construction Costs.

APPENDIX F – 2045 NEEDS PLAN MAPS AND PROJECTS


Bay County TPO – 2045 Long Range Transportation Plan
Adopted Needs Plan – Capacity Projects
A42
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A15
A21
A33
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Laguna Beach
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Panama City
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A12
A37
A41
A23
A40
A8
A35
A22
A44
A5
Lynn Haven
Tyndall Air Force Base
Truck Parking
2 Lane Capacity
2 and/or 4 Lane Capacity
4 Lane Capacity
6 Lane Capacity
Bridge Replacement
Elevated 4 Lane Capacity
4 Lane Capacity
Intersection Realignment
Bay County TPO Boundary
Bay County TPO
N
0 2.5 5 10 Miles
10/8/2021
Bay_LRTP_2045 paulj

Map ID	Project Name	From	To	Improvement	Place(s)
A-1	SR 368 (23rd Street) at US 98 [**SIS**]	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Panama City
A-2	SR 390 (E. 14th Street) [**SIS**]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Lynn Haven
A-3	SR 389 (East Avenue) [**SIS**]	Baldwin Road	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Springfield
A-4	CR 389 (East Avenue) [non-SIS]	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	Lynn Haven
A-5	Gulf to Bay Highway (Parkway)	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	Mexico Beach
A-6	CR 30P (Hills Road)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach
A-7	Powell Adams Road Segment 2	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 3 Lanes	Panama City Beach
A-8	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Callaway
A-9	SR 388 (West Bay Parkway)	Burnt Mill Creek	SR 77 (Ohio Avenue)	Widen to 4 Lanes	Bay County
A-10	SR 388 (West Bay Parkway)	Northwest Florida Beaches International Airport	Burnt Mill Creek	Widen to 4 Lanes	Bay County
A-11	CR 2315 (Star Avenue)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Panama City
A-12	CR 2327 (Transmitter Road) [**SIS**] [Military Access Facility]	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	Springfield
A-13	US 231 (SR 75) [Segment 7] [**SIS**]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement at US 231/US98/Harrison	Panama City
A-14	US 231 (SR 75) [Segment 8] [**SIS**]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Bay County
A-15	US 231 (SR 75) [**SIS**]	Pipeline Road	Penny Road	Widen to 6 Lanes	Bay County
A-16	US 231 (SR 75) [**SIS**]	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	Bay County
A-17	US 231 (SR 75) [**SIS**]	Scotts Ferry Road	SR 20	Widen to 6 Lanes	Bay County

Map ID	Project Name	From	To	Improvement	Place(s)
A-18	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Panama City Beach
A-19	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Panama City Beach
A-20	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	Bay County
A-21	Truck Parking	US 231 Industrial Park	US 231 Industrial Park	Construct Truck Parking	Panama City
A-22	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct new or enhanced 2 or 4 lane facility	Panama City
A-23	Gulf Coast Parkway Connector	CR 2315 (Star Avenue)	Old Allenton Road / Gulf Coast Parkway	Construct New 4-lane Roadway	Bay County
A-24	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	Lynn Haven
A-25	CR 391 (Baldwin Road)	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	Bay County
A-26	CR 30C (Clara Avenue)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach
A-27	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	Bay County
A-28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	Bay County
A-29	CR 388 (West Bay Parkway)	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Construct new 4 Lane Facility	Bay County
A-30	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Lynn Haven
A-31	Joan Avenue	(CR 3031) Thomas Drive	US 98A (Front Beach Road)	Widen to 4 lanes	Panama City Beach
A-32	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach
A-33	Powerline Road	SR 388 (West Bay Parkway)	SR79 at the Loop Road connection	Construct new 4 lane Facility	Bay County
A-34	Gulf Coast Parkway Extension (West Parkway Extension in Priority List)	SR 77	US 231 (SR 75)	Construct new 4 Lane Facility	Bay County

Map ID	Project Name	From	To	Improvement	Place(s)
A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [**SIS**]	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	Parker and Tyndall AFB
A-36	Titus Connector Road	SR 390	CR 2321	New 2 Lane Facility	Bay County
A-37	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes	Panama City
A-38	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes	Bay County
A-39	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Panama City Beach
A-40	CR 389 (East Avenue) [**SIS**] (PD&E Segment 2)	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	Panama City
A-41	SR 389 (East Avenue) [**SIS**] (PD&E Segment 1)	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Panama City
A-42	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	Bay County
A-43	Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	Panama City Beach
A-44	US 98 (SR 30) [**SIS**]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Panama City
A-45	SR 77	SR 390	County Line	Widen to 6 Lanes	Bay County
A-46	Titus Road	CR 2321	US 231 (SR 75)	Widen to 4 Lanes	Bay County
A-47	US 98 (SR 30) [**SIS**]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Panama City Beach
A-48	SR 79 [**SIS**]	SR 388 (West Bay Parkway)	Bay County Line	Widen to 6 Lanes	Bay County
A-49	Bay Parkway Phase 3 (Back Beach Bypass)	US 98 at Clara Avenue	US 98 at Chip Seal Parkway	Construct new 4 Lane Facility	Panama City Beach
A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]	Nautilus Street [Back Beach / Bay Parkway Phase 2]	Clara Avenue [Back Beach / Bay Parkway Phase 3]	Construct new 4-lane elevated segment of US 98	Panama City Beach


Bay County TPO - 2045 Long Range Transportation Plan
Adopted Needs Plan - Corridor/Complete Streets,
Intersection/Interchange, Transit, and Bike/Ped Projects
Inset Map
Mexico Beach
E4
0 0.25 0.5 Miles
Pedestrian Overcross
Interchange
Intersection
Roundabout
Transit
Bike/Ped
Complete Streets/Corridor Study
Transit
Water Transit
Bay County TPO Boundary
N
Bay County TPO
0 1.25 2.5 5 Miles
7/8/2021
Bay_LRTP_2045 paulj
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D2
D6
D3
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C2
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B17
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C12
C8
C9
B4
B18
C11
E2
C10
D9
G13
C14
D5
B16
C5
C3
E1
E5
C6
Inlet Beach
Laguna Beach
Panama City
Gulf Lagoon Beach
Upper Grand Lagoon
Lower Grand Lagoon
Delwood Beach
Lynn Haven
Bayhead
Cedar Grove
Bay Harbor
Old Callaway
St. Andrews State Park
Beacon Beach
Long Point
Bay

Bay TPO 2045 LRTP Needs Plan Approved by TPO January 27, 2021: **Corridor / Complete Street Projects**

Map ID	Project Name	From	To	Place(s)
B-1	SR 368 (23rd Street) [SIS]	SR 390	US 231 (SR 75)	Panama City
B-2	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Panama City
B-3	CR 28 (11th Street)	Beck Avenue	SR 77 (Martin Luther King Jr Blvd	Panama City
B-4	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Panama City
B-5	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach
B-6	US 98A (Front Beach Road) Segment 5	SR 79 (S. Arnold Road)	Deluna Place	Panama City Beach
B-7	CR 392 (North Thomas Drive)	US 98A (Front Beach Road)	(CR 3031) South Thomas Drive	Panama City Beach
B-8	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach
B-9	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Panama City Beach
B-10	US 98A (Front Beach Road) Segment 4.1	Lullwater Drive	Hill Road	Panama City Beach
B-11	US 98A (Front Beach Road) Segment 4.3	SR 2923A (Hutchison Blvd)	Richard Jackson Blvd	Panama City Beach
B-12	CR 28 (11th Street)	SR 77 (Martin Luther King Jr Blvd	US 98 (Tyndall Parkway)	Panama City, Springfield
B-13	SR 77 (MLK Jr. Blvd / N. Cove Blvd)	US 98 (E. 15th Street)	US 98B (E. Business Hwy 98)	Panama City
B-14	Harrison Avenue Complete Streets Corridor Study	US 98 (E. 15th Street)	Government Street	Panama City
B-15	SR 392A (Hutchison Blvd.) [Middle Beach Road]	US 98A (Front Beach Road)	US 98A (Front Beach Road)	Panama City Beach
B-16	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Lynn Haven
B-17	CR 2327 (Transmitter Road)	SR 22 (Wewa Highway)	US 98 / SR 30A (E. 15th Street)	Springfield
B-18	SR 22 (Wewa Highway / East 3rd Street) [Phase 2]	Business 98 (US 98B)	Tyndall Parkway	Panama City

Map ID	Project Name	From	To	Place(s)
C-1	US 231 (SR 75) at US 98 (Harrison Avenue) [**SIS**]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Panama City
C-2	US 98 (Thomas Drive) Interchange Phase II and III [**SIS**]	US 98	Thomas Drive (CR 3031)	Bay County
C-3	CR 2321/SR 390	CR 2321	SR 390 (14th Street)	Bay County
C-4	US 231 (SR 75) at 19th Street and SR 77 Intersection [**SIS**]	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Panama City
C-5	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [**SIS**]	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Bay County
C-6	New Tram Road / Gulf Coast Parkway Intersection	US 98 (N. Tyndall Parkway)	CR 28 (E. 11th Street)	Springfield
C-7	Northgate Ingress/Egress NSA Panama City [**SIS**]	Solomans Drive	Woodlawn Drive	NSA Panama City
C-8	Roundabout	Beach Drive	6th Street	Panama City
C-9	Roundabout	Harrison Avenue	6th Street	Panama City
C-10	Roundabout	CR 3026 (Cherry Street)	CR 2323 (N. Berthe Ave)	Callaway
C-11	Roundabout	CR 3026 (Cherry Street)	N. Hwy 22A (N. Bob Little Rd)	Springfield, Parker, Callaway
C-12	Roundabout	CR 2322 (E. 7th Avenue)	CR 2327 (Transmitter Rd)	Springfield
C-13	Roundabout	US 98B (US Business 98)	Cedar Streets and Pitts Avenue	Parker
C-14	Roundabout	US 98B (US Business 98)	Cheri Lane, Boat Race Road, and Luther Street	Parker
C-15	SR 388 at SR 77	SR 388 at SR 77 Intersection	SR 388 at SR 77 Intersection	Bay County

Bay TPO 2045 LRTP Needs Plan Approved by TPO January 27, 2021: **Transit Projects**

Map ID	Project Name	From	To	Improvement	Place(s)
D-1	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International Airport	Bay County
D-2	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	Bay County
D-3	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	Panama City Beach
D-4	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	Panama City
D-5	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	Panama City
D-6	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	Panama City Beach
D-7	Beach Transfer and Maintenance Center	Thomas Drive @ Front Beach Road	Thomas Drive @ Front Beach Road	Beach Transfer and Maintenance Center on city-owned lot across from Ripley's	Panama City Beach
D-8	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane) from DeLuna Place to Thomas Drive	Panama City Beach
D-9	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Water taxi route	Regional

Bay TPO 2045 LRTP Needs Plan Approved by TPO January 27, 2021: **Bike / Ped Projects**

Map ID	Project Name	From	To	Improvement	Place(s)
E-1	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	Lynn Haven
E-2	CR 3026 (Cherry Street) Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	Callaway, Springfield
E-3	CR 22/2337 (Sherman Avenue) Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	Bay County
E-4	15th Street Sidewalks/Multi-Use Path (Mexico Beach)	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	Mexico Beach
E-5	CR 2315 (Star Avenue)	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	Panama City
E-6	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Nautilus Street	US 98 (Back Beach Rd) at Nautilus Street	Pedestrian Overcrossing	Panama City Beach
E-7	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Powell Adams	US 98 (Back Beach Rd) at Powell Adams	Pedestrian Overcrossing	Panama City Beach
E-8	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at N. Pier Park Dr.	US 98 (Back Beach Rd) at N. Pier Park Dr.	Pedestrian Overcrossing	Panama City Beach

Bay TPO 2045 LRTP Needs Plan Approved by TPO January 27, 2021: **Aspirational Projects**

Map ID	Project Name	From	To	Improvement	Place(s)
F-1	FL-AL Connector	SR 79	Bay TPO Boundary (continuing to Alabama State Line)	Construct new 4-lane limited access facility	Bay County
F-2	Northern Airport Connection	SR 20	Airport	New 2 Lane facility	Bay County

APPENDIX G – 2045 NEEDS PLAN COSTS

Capacity Projects

2045 Needs ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
A-1	SR 368 (23rd Street) at US 98 [**SIS**]	US 98 / 23rd Street Interchange Flyover	SR 390 (St Andrews Boulevard)	Widen to 6 Lanes	Panama City	$20,077,850	$2,150,000 (Underway)	$3,025,000	$36,240,000	$3,543,150	$23,621,000	$65,036,000
A-2	SR 390 (E. 14th Street) [**SIS**]	SR 77 (Ohio Avenue)	US 231 (SR 75)	Widen to 6 Lanes	Lynn Haven	$87,500,000	Complete	$5,500,000	$72,279,900	$8,800,000	$101,940,081	$174,097,900
A-3	SR 389 (East Avenue) [**SIS**]	Baldwin Road	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Springfield	$0	$0	$0	$0	$0	$0	(Costs in 217910-8)
A-4	CR 389 (East Avenue) [non-SIS]	CR 2312 (Baldwin Road)	SR 390	Widen to 4 Lanes	Lynn Haven	$15,701,445	$1,570,145	$2,355,217	$7,850,723	$2,355,217	$18,056,662	$29,832,746
A-5	Gulf to Bay Highway (Parkway)	US 98 (SR 30) west of Mexico Beach	The Bay/Gulf County Line	Construct new 4 Lane Facility	Mexico Beach	$36,589,289	Complete	Complete	Complete	$5,488,393	$42,077,682	$42,077,682
A-6	CR 30P (Hills Road)	US 98 A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach	$4,384,835	$438,484	$657,725	$2,192,418	$657,725	$5,042,561	$8,331,187
A-7	Powell Adams Road Segment 2	US 98A (Front Beach Road)	L.C. Hilton, Jr. Drive	Widen to 4 Lanes	Panama City Beach	$7,000,000	Complete	Complete	Complete	Incl. in CST	$7,000,000	$7,000,000
A-8	SR 22 (Wewa Highway) [Phase 1]	US 98 (Tyndall Parkway)	Star Avenue	Widen to 4 Lanes	Callaway	$12,527,195	Complete	Underway	$21,625,100	$1,879,079	$14,406,274	$36,031,374
A-9	SR 388 (West Bay Parkway)	Burnt Mill Creek	SR 77 (Ohio Avenue)	Widen to 4 Lanes	Bay County	$32,711,957	$3,271,196	$4,906,793	$8,177,989	$4,906,793	$37,618,750	$53,974,728
A-10	SR 388 (West Bay Parkway)	Northwest Florida Beaches International Airport	Burnt Mill Creek	Widen to 4 Lanes	Bay County	$9,828,233	$982,823	$1,474,235	$2,457,058	$1,474,235	$11,302,468	$16,216,585

2045 Needs ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
A-11	CR 2315 (Star Avenue)	SR 22 (Wewa Highway)	US 231 (SR 75)	Widen to 4 Lanes	Panama City	$29,774,499	$2,977,450	$4,466,175	$14,887,249	$4,466,175	$34,240,674	$56,571,548
A-12	CR 2327 (Transmitter Road) [**SIS**] [Military Access Facility]	US 98 / SR 30A (E. 15th Street)	C Street	Widen to 4 Lanes	Springfield	$15,303,194	$2,005,000	$2,295,479	$7,651,597	$2,295,479	$17,598,673	$29,550,749
A-13	US 231 (SR 75) [Segment 7] [**SIS**]	US 98 (SR 30A) / 15th Street / Harrison Avenue	23rd Street (SR 368)	Widen to 6 Lanes & intersection improvement at US 231/US98/Harrison	Panama City	$129,827,954	Complete	Complete	$122,819,900	$49,856,046	$179,684,000	$302,503,900
A-14	US 231 (SR 75) [Segment 8] [**SIS**]	23rd Street (SR 368)	Pipeline Road	Widen to 6 Lanes	Bay County	$118,677,000	Complete	Complete	$48,572,461	$88,862,468	$207,539,468	$256,111,929
A-15	US 231 (SR 75) [**SIS**]	Pipeline Road	Penny Road	Widen to 6 Lanes	Bay County	$127,184,093	Complete	$7,627,000	$41,901,548	$19,586,350	$268,648,443	$318,176,991
A-16	US 231 (SR 75) [**SIS**]	Penny Road	Scotts Ferry Road	Widen to 6 Lanes	Bay County	$8,583,758	Complete	$770,000	$3,958,000	$1,321,899	$9,905,657	$14,633,657
A-17	US 231 (SR 75) [**SIS**]	Scotts Ferry Road	SR 20	Widen to 6 Lanes	Bay County	$8,583,758	Complete	$770,000	$3,958,000	$1,321,899	$9,905,657	$14,633,657
A-18	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Mandy Lane	Nautilus Street	Widen to 6 Lanes	Panama City Beach	$23,660,600	Complete	$97,000	10,000,000	$4,175,400	$27,836,000	$37,933,000
A-19	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Nautilus Street	Richard Jackson Blvd	Widen to 6 Lanes	Panama City Beach	$14,630,164	Complete	$2,900,205	$6,000,000	$4,175,400	$18,805,564	$27,705,769
A-20	SR 388 (West Bay Parkway)	US 98 (SR 30) in Walton County	SR 79	Construct new 2 lane/ widen to 4 Lanes	Bay County	$216,000,000	Complete	$10,900,000	$490,000	$33,000,000	$249,000,000	$260,390,000

2045 Needs ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
A-21	Truck Parking	US 231 Industrial Park	US 231 Industrial Park	Construct Truck Parking	Panama City	$702,949	N/A	$140,590	$702,949	$105,442	$808,392	$1,651,931
A-22	Gulf Coast Parkway	US 98 (SR 30)	US 231 (SR 75)	Construct New Roadway	Panama City	$351,100,000	Complete	$20,596,000	$29,900,000	$53,100,000	$404,200,000	$454,696,000
A-23	Gulf Coast Parkway Connector	CR 2315 (Star Avenue)	Old Allenton Road / Gulf Coast Parkway	Construct New 4-lane Roadway	Bay County	$63,000,000	Underway	$3,400,000	$1,800,000	$9,700,000	$72,700,000	$77,900,000
A-24	26th Street Extension	SR 77	Minnesota Street	New 2 Lane Facility	Lynn Haven	$1,414,494	$141,449	$141,449	$707,247	$212,174	$1,626,668	$2,616,813
A-25	CR 391 (Baldwin Road)	Kirkwell Avenue	US 231 (SR 75)	Widen to 4 lanes	Bay County	$6,363,849	$636,385	$636,385	$3,181,925	$954,577	$7,318,427	$11,773,121
A-26	CR 30C (Clara Avenue)	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach	$5,673,928	$567,393	$567,393	$4,255,446	$851,089	$6,525,017	$11,915,249
A-27	CR 2301	US 231 (SR 75)	CR 388	Widen to 4 lanes	Bay County	$72,177,452	$7,217,745	$7,217,745	$36,088,726	$10,826,618	$83,004,070	$133,528,287
A-28	CR 2321	US 231 (SR 75)	SR 77	Widen to 4 Lanes	Bay County	$99,632,035	$9,963,203	$9,963,203	$49,816,017	$14,944,805	$114,576,840	$184,319,264
A-29	CR 388 (West Bay Parkway)	SR 77 (Lynn Haven Parkway)	US 231 (SR 75)	Construct new 4 Lane Facility	Bay County	$107,852,637	$10,785,264	$16,177,896	$21,570,527	$16,177,896	$124,030,532	$172,564,219
A-30	E 39th Street Extension	Camryns Crossing	Transmitter Road (CR 2327)	Construct new 2 Lane Facility	Lynn Haven	$5,665,975	$566,598	$849,896	$2,832,988	$849,896	$6,515,871	$10,765,353

2045 Needs ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
A-31	Joan Avenue	(CR 3031) Thomas Drive	US 98A (Front Beach Road)	Widen to 4 lanes	Panama City Beach	$6,540,136	$654,014	$981,020	$6,540,136	$981,020	$7,521,156	$15,696,326
A-32	Lyndell Lane	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Widen to 4 Lanes	Panama City Beach	$7,134,814	$713,481	$1,070,222	$7,134,814	$1,070,222	$8,205,037	$17,123,554
A-33	Powerline Road	SR 388 (West Bay Parkway)	SR79 at the Loop Road connection	Construct new 4 lane Facility	Bay County	$68,064,427	$6,806,443	$10,209,664	$34,032,214	$10,209,664	$78,274,091	$129,322,412
A-34	Gulf Coast Parkway Extension (West Parkway Extension in Priority List)	SR 77	US 231 (SR 75)	Construct new 4 Lane Facility	Bay County	$84,583,234	$8,458,323	$12,687,485	$16,916,647	$12,687,485	$97,270,719	$135,333,174
A-35	US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [**SIS**]	City of Parker	Tyndall Air Force Base	DuPont Bridge Replacement	Parker and Tyndall AFB	Funded	Complete	$3,332,000 (Underway)	$10,000,000 (Funded)	Funded	$178,676,896 (Funded)	$192,008,896
A-36	Titus Connector Road	SR 390	CR 2321	New 2 Lane Facility	Bay County	3,100,000	Complete	Complete	Complete	Included in CST	$3,100,000	$3,100,000
A-37	SR 77 (MLK Jr. Blvd)	US 98	23rd Street (SR 368)	Widen to 6 Lanes	Panama City	Funded	$0	$0	$0	$0	$0	$0
A-38	CR 2327 (Transmitter Road)	C Street	Brooke Lane	Widen to 4 Lanes	Bay County	$0	$0	$0	$0	$0	$0	$0
A-39	US 98 (Panama City Beach Parkway) SR 30A [**SIS**]	Richard Jackson Blvd	Hathaway Bridge	Widen to 6 Lanes	Panama City Beach	$31,015,947	Complete	$4,652,392	$8,000,000	$4,175,400	$35,191,347	$47,843,739
A-40	CR 389 (East Avenue) [**SIS**] (PD&E Segment 2)	Port Entrance	US 98B (SR 30) / 5th Street	Widen to 4 Lanes	Panama City	$8,048,614	$1,313,00 (Underway)	$1,050,000	$4,024,307	$1,207,292	$9,255,906	$15,643,213

2045 Needs ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
A-41	SR 389 (East Avenue) [**SIS**] (PD&E Segment 1)	US 98B (SR 30) / 5th Street	CR 2337 (Sherman Avenue)	Widen to 4 Lanes	Panama City	$15,801,269	$2,625,000 (Underway)	$2,100,000	$7,900,635	$2,370,190	$18,171,460	$30,797,094
A-42	SR 20	Washington County Line	US 231 (SR 75)	Widen to 4 lanes	Bay County	$118,428,697	$2,100,000 (Funded)	$11,842,870	$11,842,870	$17,764,305	$136,193,001	$161,978,741
A-43	Clarence Street	SR 392A (Hutchison Blvd.)	US 98A (Front Beach Road)	Widen to 4 Lanes	Panama City Beach	$6,280,084	$628,008	$1,256,017	$6,280,084	$942,013	$7,222,097	$15,386,206
A-44	US 98 (SR 30) [**SIS**]	CR 2327 (Transmitter Road)	Tyndall Drive / Airey Avenue (on Tyndall AFB)	Widen to 6 Lanes	Panama City	$52,285,097	$3,505,000	$7,842,765	$26,142,549	$7,842,765	$60,127,862	$97,618,175
A-45	SR 77	SR 390	County Line	Widen to 6 Lanes	Bay County	$66,214,930	$6,621,493	$13,242,986	$33,107,465	$9,932,240	$76,147,170	$129,119,114
A-46	Titus Road	CR 2321	US 231 (SR 75)	Widen to 4 Lanes	Bay County	$8,712,217	$871,222	$1,742,443	$4,356,108	$1,306,833	$10,019,049	$16,988,823
A-47	US 98 (SR 30) [**SIS**]	Walton County Line	SR 79 (Arnold Drive)	Widen to 6 Lanes	Panama City Beach	$115,821,000	$3,640,000	$9,625,000	$14,682,000	$20,439,000	$136,260,000	$164,207,000
A-48	SR 79 [**SIS**]	SR 388 (West Bay Parkway)	Bay County Line	Widen to 6 Lanes	Bay County	$39,329,002	$3,932,900	$7,865,800	$19,664,501	$5,899,350	$45,228,353	$76,691,554
A-49	Bay Parkway Phase 3 (Back Beach Bypass, Philip Griffitts Sr. Parkway)	US 98 at Clara Avenue	US 98 at Chip Seal Parkway	Construct new 4 Lane Facility	Panama City Beach	$88,225,582	$3,000,000	$8,000,000	$15,000,000	$13,233,837	$101,459,419	$127,459,419
A-50	US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [**SIS**]	Nautilus Street [Back Beach / Bay Parkway Phase 2]	Clara Avenue [Back Beach / Bay Parkway Phase 3]	Construct new 4-lane elevated segment of US 98	Panama City Beach	$148,328,629	$3,708,216	$29,665,726	$74,164,315	$22,249,294	$170,577,923	$278,116,179
50	Total					$2,500,042,823	$91,850,234	$234,601,777	$861,706,412	$478,199,117	$3,284,436,917	**$4,466,955,260**
	SIS					$964,657,929	$22,879,116	$89,118,367	$517,959,712	$248,121,383	$1,518,974,289	**$2,143,291,403**
	Non-SIS					$1,535,384,894	$68,971,118	$145,483,411	$343,746,700	$230,077,734	$1,765,462,628	**$2,323,663,857**

Corridor / Complete Streets Projects

2045 Needs Project ID	Project Name	From	To	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
B-1	SR 368 (23rd Street) [SIS]	SR 390	US 231 (SR 75)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-2	US 98 (15th Street) [SIS]	23rd Street	CR 2327 (Transmitter Rd)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-3	CR 28 (11th Street)	Beck Avenue	SR 77 (Martin Luther King Jr Blvd	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-4	US 98B (US Business 98 / 5th Street)	US 98 (15th Street)	US 98 (SR 30)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-5	Cobb Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-6	US 98A (Front Beach Road) Segment 5	SR 79 (S. Arnold Road)	Deluna Place	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-7	CR 392 (North Thomas Drive)	US 98A (Front Beach Road)	(CR 3031) South Thomas Drive	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-8	Nautilus Road	US 98A (Front Beach Road)	US 98 (Panama City Beach Parkway)	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-9	US 98A (Front Beach Road) Segment 4.2	Hill Road	SR 2923A (Hutchison Blvd)	Panama City Beach	NR	Complete	$1,551,128	$6,000,000	NR	$33,550,000	$41,101,128
B-10	US 98A (Front Beach Road) Segment 4.1	Lullwater Drive	Hill Road	Panama City Beach	NR	Complete	$1,303,389	$3,000,000	NR	$37,500,000	$41,803,389
B-11	US 98A (Front Beach Road) Segment 4.3	SR 2923A (Hutchison Blvd)	Richard Jackson Blvd	Panama City Beach	NR	Complete	$2,000,000	$8,000,000	NR	$42,574,000	$52,574,000
B-12	CR 28 (11th Street)	SR 77 (Martin Luther King Jr Blvd	US 98 (Tyndall Parkway)	Panama City, Springfield	NR	$150,000	NR	NR	NR	NR	$150,000
B-13	SR 77 (MLK Jr. Blvd / N. Cove Blvd)	US 98 (E. 15th Street)	US 98B (E. Business Hwy 98)	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-14	Harrison Avenue Complete Streets Corridor Study	US 98 (E. 15th Street)	Government Street	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
B-15	SR 392A (Hutchison Blvd.) [Middle Beach Road]	US 98A (Front Beach Road)	US 98A (Front Beach Road)	Panama City Beach	NR	$150,000	NR	NR	NR	NR	$150,000
B-16	SR 77 (MLK Jr. Blvd)	23rd Street (SR 368)	SR 390	Lynn Haven	NR	$150,000	NR	NR	NR	NR	$150,000
B-17	CR 2327 (Transmitter Road)	SR 22 (Wewa Highway)	US 98 / SR 30A (E. 15th Street)	Springfield	NR	$150,000	NR	NR	NR	NR	$150,000
B-18	SR 22 (Wewa Highway / East 3rd Street) [Phase 2]	Business 98 (US 98B)	Tyndall Parkway	Panama City	NR	$150,000	NR	NR	NR	NR	$150,000
18					NR	$2,250,000	$4,854,517	$17,000,000	NR	$113,624,000	**$137,728,517**

Intersection Projects

2045 Needs Project ID	Project Name	From	To	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
C-1	US 231 (SR 75) at US 98 (Harrison Avenue) [**SIS**]	US 231 (SR 75) at US 98 (Harrison Avenue)	US 231 (SR 75) at US 98 (Harrison Avenue)	Panama City	$0	$0	$0	$0	$0	$0	Cost included in A-13.
C-2	US 98 (Thomas Drive) Interchange Phase II and III [**SIS**]	US 98	Thomas Drive (CR 3031)	Bay County	$99,664,348	Complete	$1,220,000	$2,786,000	$14,949,652	$114,614,000	$118,620,000
C-3	CR 2321/SR 390	CR 2321	SR 390 (14th Street)	Bay County	$0	$0	$0	$0	$0	$0	Cost included in A-15.
C-4	US 231 (SR 75) at 19th Street and SR 77 Intersection [**SIS**]	US 231 (SR 75) at 19th Street and SR 77 Intersection	US 231 (SR 75) at 19th Street and SR 77 Intersection	Panama City	$0	$0	$0	$0	$0	$0	Cost included in A-13.
C-5	US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [**SIS**]	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	US 231 (SR 75) at CR 2327 (Transmitter Road) Intersection	Bay County	$1,288,000	$0	$2,000	$0	$0	$0	Cost included in A-14.
C-6	New Tram Road / Gulf Coast Parkway Intersection	US 98 (N. Tyndall Parkway)	CR 28 (E. 11th Street)	Springfield	$0	$0	$0	$0	$0	$0	Cost included in A-44.
C-7	Northgate Ingress/Egress NSA Panama City [**SIS**]	Solomans Drive	Woodlawn Drive	NSA Panama City	$1,186,998	$59,350	$178,050	$1,186,998	$178,050	$1,365,048	$2,789,446
C-8	Roundabout	Beach Drive	6th Street	Panama City	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-9	Roundabout	Harrison Avenue	6th Street	Panama City	$1,750,000	$0	$875,000	$1,050,000	$262,500	$2,012,500	$2,712,500
C-10	Roundabout	CR 3026 (Cherry Street)	CR 2323 (N. Berthe Ave)	Callaway	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-11	Roundabout	CR 3026 (Cherry Street)	N. Hwy 22A (N. Bob Little Rd)	Springfield, Parker, Callaway	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-12	Roundabout	CR 2322 (E. 7th Avenue)	CR 2327 (Transmitter Rd)	Springfield	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-13	Roundabout	US 98B (US Business 98)	Cedar Streets and Pitts Avenue	Parker	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-14	Roundabout	US 98B (US Business 98)	Cheri Lane, Boat Race Road, and Luther Street	Parker	$1,750,000	$0	$175,000	$525,000	$262,500	$2,012,500	$2,712,500
C-15	SR 388 at SR 77	SR 388 at SR 77 Intersection	SR 388 at SR 77 Intersection	Bay County	$2,525,240	$252,524	$378,786	$1,262,620	$378,786	$2,904,026	$4,797,956
15	Total				$116,914,586	$311,874	$3,703,836	$9,435,618	$17,343,988	$132,970,574	**$147,707,902**
	SIS				$102,139,346	$59,350	$1,400,050	$3,972,998	$15,127,702	$115,979,048	**$122,699,446**
	Non-SIS				$14,775,240	$252,524	$2,303,798	$5,462,620	$2,216,286	$16,991,526	**$25,010,456**

Public Transportation Projects

2045 Needs Project ID	Project Name	From	To	Improvement	Place(s)	Capital Costs for Equipment	Annual Service Hours	Annual Operating Cost	Planning, Marketing Costs (10% Operating)	Total Project Cost (Equipment + Operating + Planning)
D-1	Express Bus Service to Airport	Panama City	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International Airport	Bay County	$572,026	2170	$167,199	$16,720	$755,944
D-2	Express Bus Service to Airport	Panama City Beach	International Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	Bay County	$586,709	2170	$167,199	$16,720	$770,628
D-3	Express Bus Service to Walton County	Panama City	South Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	Panama City Beach	$586,709	1860	$143,313	$14,331	$744,354
D-4	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	Panama City	$3,300,000	0	$0	$0	$3,300,000
D-5	Express Bus Service between NSA and Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	Panama City	$1,123,495	3060	$235,773	$23,577	$1,382,846
D-6	Inlet Beach Route	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	Panama City Beach	$1,116,363	8680	$668,794	$66,879	$1,852,037
D-7	Beach Transfer and Maintenance Center	Thomas Drive @ Front Beach Road	Thomas Drive @ Front Beach Road	Beach Transfer and Maintenance Center on city-owned lot across from Ripley's	Panama City Beach	$15,000,000	0	$0	$0	$15,000,000
D-8	US 98A Front Beach Road Trolley (Dedicated Lane)	DeLuna Place	SR 392 (Thomas Drive)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	Panama City Beach	$65,000,000	0	$3,000,000	$300,000	$68,300,000
D-9	Water Transit	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Water taxi route	Regional		0			$35,000,000
9						$87,285,303	$17,940	$4,382,277	$438,228	**$127,105,808**

Bicycle / Pedestrian Projects

2045 Needs Project ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
E-1	Harvard Boulevard Sidewalks	SR 390	Issac Byrd Park	Sidewalks	Lynn Haven	$450,000	$22,500	$45,000	$45,000	$45,000	$495,000	$607,500
E-2	CR 3026 (Cherry Street) Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Sidewalks	Callaway, Springfield	$567,698	$28,385	$56,770	$56,770	$56,770	$624,468	$766,393
E-3	CR 22/2337 (Sherman Avenue) Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Sidewalks	Bay County	$194,417	$9,721	$19,442	$19,442	$19,442	$213,859	$262,463
E-4	15th Street Sidewalks/Multi-Use Path (Mexico Beach)	SR 30/US 98	CR 386	Sidewalks/Multi-Use Path	Mexico Beach	$713,828	$35,691	$71,383	$71,383	$71,383	$785,211	$963,668
E-5	CR 2315 (Star Avenue)	SR 75/US 231	SR 22/Wewa Highway	Bicycle Lanes	Panama City	$1,338,477	$66,924	$133,848	$133,848	$133,848	$1,472,325	$1,806,945
E-6	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Nautilus Street	US 98 (Back Beach Rd) at Nautilus Street	Pedestrian Overcrossing	Panama City Beach	$1,315,963	$131,596	$197,394	$657,982	$131,596	$1,447,559	$2,434,532
E-7	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at Powell Adams	US 98 (Back Beach Rd) at Powell Adams	Pedestrian Overcrossing	Panama City Beach	$1,315,963	$131,596	$197,394	$657,982	$131,596	$1,447,559	$2,434,532
E-8	Elevated Pedestrian Structure on Back Beach Road [SIS]	US 98 (Back Beach Rd) at N. Pier Park Dr.	US 98 (Back Beach Rd) at N. Pier Park Dr.	Pedestrian Overcrossing	Panama City Beach	$1,315,963	$131,596	$197,394	$657,982	$131,596	$1,447,559	$2,434,532
8						$7,212,310	$558,010	$918,625	$2,300,387	$721,231	$7,933,541	**$11,710,564**

Aspirational Projects

2045 Needs Project ID	Project Name	From	To	Improvement	Place(s)	Construction Cost (CST)	PD&E (5%-10%)	PE (Design) (10% - 20%)	Right of Way (R/W) (10% - 100%)	CEI (15%)	CEI + CST (sum)	Total Cost (PD&E + PE + R/W + CST + CEI)
F-1	FL-AL Connector	SR 79	Bay TPO Boundary (continuing to Alabama State Line)	Construct new 4-lane limited access facility	Bay County	$359,877,895	$10,796,337	$53,981,684	$359,877,895	$53,981,684	$413,859,579	$838,515,495
F-2	Northern Airport Connection	SR 20	Airport	New 2 Lane facility	Bay County	$12,628,895	$1,262,889	$1,894,334	$12,628,895	$1,894,334	$14,523,229	$30,309,348
2						$372,506,790	$12,059,226	$55,876,018	$372,506,790	$55,876,018	$428,382,808	**$868,824,843**

APPENDIX H – PURPOSE AND NEEDS STATEMENTS

Capacity Projects

MAP ID
A-1

PROJECT NAME
SR 368 (23rd Street) [SIS] – US 98 / 23rd Street Interchange Flyover to SR 390 (St Andrews Boulevard).

PURPOSE
The widening of 23rd St from US 98 to SR 390 was identified in the previous Needs Plan. Improvements to this corridor would greatly improvement both freight and vehicular movement throughout the area. This segment is also a SIS need as a connector to the Port. The widening of the facility from 4 to 6 lanes is also intended to provide relief to US 98.

IMPROVEMENT
Widen from 4 to 6 lanes. This project links to 441037-1, 441037-2, SIS #3325.

REGIONAL CONNECTIVITY
This segment provides connectivity to the port and college and provides an alternative to US 98 linking to the SR 390 loop.

PARALLEL FACILITIES
The segment roughly parallels US 98 and SR 390.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would be considered in design and are needed to provide access to the Gulf Coast State College, the Frank Nelson Soccer Complex, and linking to the commercial amenities on the east end of the alignment.

TRANSIT
This route is currently served by Bay Town Trolley routes.

MAP ID
A-2

PROJECT NAME
SR 390 (E. 14th Street) [SIS] – SR 77 (Ohio Avenue) to US 231 (SR 75)

PURPOSE

IMPROVEMENT
The improvement for this project is to widen SR 390 to six lanes and improve capacity. This is associated with FPID 421225-2, as TPO Non-SIS Project Priority #7. Includes Mill Bayou Bridge replacement and Shared Use Path.

REGIONAL CONNECTIVITY
The 390 corridor provides key east-west connectivity linking US 98 to US 231.

PARALLEL FACILITIES
No immediate parallel facilities exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian improvements will be provided including a shared use path and facilities over the Mill Bayou Bridge.

TRANSIT
Bay Town Trolley currently does not serve this portion of SR 390.

MAP ID
A-3

PROJECT NAME
SR 389 (East Avenue) [SIS] – Baldwin Road to CR 2337 (Sherman Avenue)

PURPOSE
The proposed four lane improvement to East Avenue/CR 389 between Baldwin Road and Sherman Avenue was identified in previous Needs Plans. The need is based upon evaluation of future land use and traffic demand along the project's corridor. This proposed 4-lane facility provides north / south capacity and is a parallel corridor to SR 77 from CR 390 to US 231. Hurricane Recovery Project #28 and part of Segment 5 of US 231 project.

IMPROVEMENT
This project is a capacity project to widen SR 389 to four lanes.

REGIONAL CONNECTIVITY
This SIS facility provides freight connectivity from US 231 south along East Avenue to the port facilities.

PARALLEL FACILITIES
SR 77 and Transmitter Road provide parallel north / south connection, however, this is the designated freight and SIS corridor.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is needed.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-4

PROJECT NAME
CR 389 (East Avenue) – CR 390 to Baldwin Road

PURPOSE
The proposed four lane improvement to CR389 between CR390 and US 231 / SR 75 was identified in previous Needs Plans. The need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement to CR 389 begins at CR390 in Lynn Haven. The proposed improvement will end at US 231 / SR 75 in Hiland Park / Springfield area. This proposed 4-lane facility provides north / south capacity and is a parallel corridor to SR 77 from CR 390 to US 231. Hurricane Michael Recovery Plan Project # 28.

IMPROVEMENT
Capacity project to widen CR 389 (East Avenue) to four lanes.

REGIONAL CONNECTIVITY
This segment continues the non-SIS portion of East Avenue north from US 231 to SR 390 in Lynn Haven.

PARALLEL FACILITIES
SR 77 is the primary parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is needed into residential areas of Lynn Haven and north to the Country Club.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-5

PROJECT NAME
Gulf to Bay Highway – US 98 (SR 30) west of Mexico Beach to The Bay/Gulf County Line

PURPOSE
This project has been identified in previous Cost Feasible Plans. The proposed new roadway would provide an alternate route to US 98 through Mexico Beach and would also serve as a bypass around Mexico Beach. A Project Development and Environment (PD&E) study has been prepared. This corridor is important to Tyndall Air Force Base as an alternative path to points north around the Panama City area linking to US 231 and the Distribution Center.

IMPROVEMENT
The project is a capacity project meant to construct a new four lane facility, developed under 410981-2; 410911-5 and Hurricane Recovery Project #25.

REGIONAL CONNECTIVITY
This corridor provides regional connectivity from Mexico Beach north bypassing the core of Panama City.

PARALLEL FACILITIES
No parallel facilities are present.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity would be evaluated as part the PD&E and design.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-6

PROJECT NAME
CR 30P (Hills Road) – US 98 A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
This project was identified in the Previous Needs and Cost Feasible Plans. This road serves as a major connector between Front Beach Road and Panama City Beach Parkway. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan.

IMPROVEMENT
This project is a capacity project to widen CR 30P (Hills Road) to four lanes.

REGIONAL CONNECTIVITY
This facility provides local connectivity between Front Beach Road and Back Beach Road and is important locally to the Panama City Beach Community Redevelopment Agency.

PARALLEL FACILITIES
The CRA has identified several connectors between Front Beach Road and Back Beach Road to facilitate movement within the dense tourist area of Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be included as part of the project.

TRANSIT
Bay Town Trolley routes cross this corridor.

MAP ID
A-7

PROJECT NAME
Powell Adams Road Segment 2 – US 98A (Front Beach Road) to L.C. Hilton, Jr. Drive

PURPOSE
This project was identified in the Previous Needs and Cost Feasible Plans. This has also been included in the TPO's Alternative Revenue Funded Project Priorities. This road serves as a major connector between Front Beach Road and Panama City Beach Parkway. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan and includes Local Funds.

IMPROVEMENT
Powell Adams Road Segment 2 is a capacity project that would widen the road to four-lanes.

REGIONAL CONNECTIVITY
This facility provides local connectivity between Front Beach Road and Back Beach Road and is important locally to the Panama City Beach Community Redevelopment Agency.

PARALLEL FACILITIES
The CRA has identified several connectors between Front Beach Road and Back Beach Road to facilitate movement within the dense tourist area of Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be included as part of the project.

TRANSIT
Bay Town Trolley routes cross this corridor.

MAP ID
A-8

PROJECT NAME
SR 22 (Wewa Highway) [Phase 1] – US 98 (Tyndall Parkway) to Star Avenue

PURPOSE
The purpose and need of this study is to increase capacity of SR 22 (Wewa Highway) from US 98B to Star Avenue. Improvements to the corridor will assist in the movement of freight and goods, minimize travel times for the general public, and maintain Level of Service (LOS) standards through the Design Year (2045). This project is needed in order to increase roadway capacity for people and goods traveling on Wewa Highway through Bay County and the City of Callaway and the City of Springfield.

IMPROVEMENT
This capacity project would widen SR 22 (Wewa Highway) to four lanes, developed under FPID 425803-1. Bay TPO Resolution 20-10 prioritized as Phase 1 (from Star Avenue to Tyndall Parkway), and Phase 2 (from Tyndall Parkway to Hwy 98B. Phase I is priority for the City of Callaway, reference City Commission of Callaway Resolution 20-08 Feb 25, 2020, and Bay TPO Non SIS Priority 5.

REGIONAL CONNECTIVITY
Wewa Highway provides regional connectivity into Gulf County on the east side of the Panama City metro area, linking to Wewahitchka.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity would be important to link to the recreational areas of Gulf County for distance cycling. Pedestrian needs would be greater on the west end in Callaway.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-9 (Related: C-15)

PROJECT NAME
SR 388 (West Bay Parkway) – Burnt Mill Creek to SR 77 (Ohio Avenue)

PURPOSE
The proposed transportation improvement has been identified in response to the need to improve access to the Northwest Florida Beaches International Airport (NWFBIA) and other intermodal and freight activity centers. The NWFBIA, which opened in 2010, relocated the previous Panama City Bay County Airport, affecting traffic patterns in Panama City and Bay and Walton Counties and creating a need for improved access in the southeast Walton County and northwest Bay County region. Secondary needs of the project include: improving regional connectivity, especially the Strategic Intermodal System (SIS) which are road facilities most significant for interregional, interstate and international travel; providing an alternate evacuation route for south Walton County, which currently has only one northbound evacuation route; providing for planned population and employment growth; and improving the availability and connectivity of multimodal options for the area.

IMPROVEMENT
This capacity project would widen SR 388 (West Bay Parkway) to four lanes, developed in association with FPID 424464-7; 424464-2; and Hurricane Recovery Project #26.

REGIONAL CONNECTIVITY
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian mobility would be less important along this facility, except for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-10

PROJECT NAME
SR 388 (West Bay Parkway) – Northwest Florida Beaches International Airport to Burnt Mill Creek

PURPOSE
The proposed transportation improvement has been identified in response to the need to improve access to the Northwest Florida Beaches International Airport (NWFBIA) and other intermodal and freight activity centers. The NWFBIA, which opened in 2010, relocated the previous Panama City Bay County Airport, affecting traffic patterns in Panama City and Bay and Walton Counties and creating a need for improved access in the southeast Walton County and northwest Bay County region. Secondary needs of the project include: improving regional connectivity, especially the Strategic Intermodal System (SIS) which are road facilities most significant for interregional, interstate and international travel; providing an alternate evacuation route for south Walton County, which currently has only one northbound evacuation route; providing for planned population and employment growth; and improving the availability and connectivity of multimodal options for the area.

IMPROVEMENT
This project is being developed under FPID 424464-6; 424464-2; and Hurricane Recovery Project #26.

REGIONAL CONNECTIVITY
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian mobility would be less important along this facility, except for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-11

PROJECT NAME
CR 2315 (Star Avenue) – SR 22 (Wewa Highway) to US 231 (SR 75)

PURPOSE
This project has been identified as a need in numerous plans. The West Bay Parkway project alignments that are being considered will have direct impact on this project. Currently the preferred alignment is expected to use and improve this segment of Star Avenue. Should this be the ultimate alignment, then the need for this project will be addressed by the West Bay Parkway project. The widening of Star Avenue is needed to address forecast deficiencies along the roadway due to the continued growth in the area surrounding the corridor. Specifically, industrial growth in the East Bay area and in Town of Parker at the paper mill and the newly proposed port facility in the Millville community. This project is Bay Non-SIS Priority #11.

IMPROVEMENT
This capacity project widens CR 2315 (Star Avenue) to four-lanes.

REGIONAL CONNECTIVITY
The Star Avenue improvement will link to the West Bay Parkway system network providing north/south connectivity around the east end of the Panama City metropolitan area, connecting SR 22 to US 213.

PARALLEL FACILITIES
Transmitter Road is the nearest existing parallel facility.

BICYCLES AND PEDESTRIANS
The corridor extends north from the City of Callaway, While not an immediate need for pedestrians, bicycle connectivity could provide an alternative path for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-12

PROJECT NAME
CR 2327 (Transmitter Road) [SIS] – SR 22 (Wewa Highway) to US 231 (SR 75) at C Street.

PURPOSE
The proposed 4-lane improvement to Transmitter Rd (CR 2327) between Wewa Hwy / SR 22 and US231 was identified in the previous Needs Plan. This need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an additional north / south capacity from Panama City and the communities of Lynn Haven, Cedar Grove, Hiland Park and Springfield. This corridor is a SIS Military Access Facility.

IMPROVEMENT
This capacity project widens CR 2327 (Transmitter Road) from two-lanes to four-lanes. This project is being developed as FPID 446922-1, SIS #3453, SIS Unfunded Needs #119. Feasibility Study Feasibility Study 446922-1 identified the need for safety improvements along this corridor.

REGIONAL CONNECTIVITY
This corridor provides north-south connection between US 231 and US 98 on the east end of Panama City metro area.

PARALLEL FACILITIES
East Avenue is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
This corridor links to residential areas and would benefit from bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-13 (Related: C-1, C-4)

PROJECT NAME
US 231 (SR 75) [Segment 7] [SIS] – US 98 (SR 30A) / 15th Street / Harrison Avenue to 23rd Street (SR 368)

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-7. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-14 (Related: C-5)

PROJECT NAME
US 231 (SR 75) [Segment 8] [SIS] – 23rd Street (SR 368) to Pipeline Road

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-8. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-15 (Related: C-3)

PROJECT NAME
US 231 (SR 75) [SIS] – Pipeline Road to Penny Road

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes. The project is being developed under FPID 217910-2; 217910-3; and SIS #3317.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-16

PROJECT NAME
US 231 (SR 75) [SIS] – Penny Road to Scotts Ferry Road

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, however, the PD&E study indicates this segment to be a No-Build alternative.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10. The project provides improvement to the Port of Panama City Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-17

PROJECT NAME
US 231 (SR 75) [SIS] – Scotts Ferry Road to SR 20

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, however, the PD&E study indicates this segment to be a No-Build alternative.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
A-18 (Related: A-19, A-39)

PROJECT NAME
US 98 (Panama City Beach Parkway) SR 30A [SIS] – Mandy Lane to Nautilus Street

PURPOSE
The purpose and need of this study is to increase capacity, improve multimodal accommodations, and address safety issues on the SR 30A (US 98/ Panama City Beach Parkway) corridor, and address operational deficiencies, congestion and delays on the mainline and at 12 intersections along Panama City Beach Parkway. The purpose of this project is to add two lanes of capacity to the four lane section of U.S. 98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive intersection in order to address the existing and the projected future failing level of service for this segment of U.S. 98 (Panama City Parkway). This project is needed to relieve traffic congestion along this portion of U.S. 98 (Panama City Beach Parkway). The corridor will operate at a failing level-of-service (LOS), with a LOS F in the design year 2045 if no improvements are implemented.

IMPROVEMENT
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway. Preferred "Build' Concept: Six-Lane typical section from Mandy Lane to Thomas Drive includes 7-foot wide buffered bicycle lanes and five-foot wide sidewalks on both sides of SR 30A (US 98/ Panama City Beach Parkway). This project is being developed under FPID 217838-5; 217838-2; and SIS #3496 to provide 6-lane capacity on US 98. Segment modified in August 2019 LRTP Amendment 3 (adding SIS funds). SIS First Five Year Plan. It is Bay TPO SIS Project Priority #6. The project is in the SIS LRTP CFP FY 29-45. For project has been divided into the following segments future funding of design and construction: 217838-3: SR 30A from Mandy Lane to east of Nautilus Street; 217838-4: East of Nautilus Street to east of Richard Jackson Boulevard; and 217838-5: East of Richard Jackson Boulevard to west of CR 3031.

REGIONAL CONNECTIVITY
US 98 provides east / west connectivity along the coast.

PARALLEL FACILITIES
There are no parallel facilities at this location.

BICYCLES AND PEDESTRIANS
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway.

TRANSIT
Bay Town Trolley serves US 98 through Panama City Beach.

MAP ID
A-19 (Related: A-18, A-39)

PROJECT NAME
US 98 (Panama City Beach Parkway) SR 30A [SIS] – Nautilus Street to Richard Jackson Blvd

PURPOSE
The purpose and need of this study is to increase capacity, improve multimodal accommodations, and address safety issues on the SR 30A (US 98/ Panama City Beach Parkway) corridor, and address operational deficiencies, congestion and delays on the mainline and at 12 intersections along Panama City Beach Parkway. The purpose of this project is to add two lanes of capacity to the four lane section of U.S. 98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive intersection in order to address the existing and the projected future failing level of service for this segment of U.S. 98 (Panama City Parkway). This project is needed to relieve traffic congestion along this portion of U.S. 98 (Panama City Beach Parkway). The corridor will operate at a failing level-of-service (LOS), with a LOS F in the design year 2045 if no improvements are implemented.

IMPROVEMENT
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway. Preferred "Build' Concept: Six-Lane typical section from Mandy Lane to Thomas Drive includes 7-foot wide buffered bicycle lanes and five-foot wide sidewalks on both sides of SR 30A (US 98/ Panama City Beach Parkway). This project is being developed under FPID 217838-5; 217838-2; and SIS #3496 to provide 6-lane capacity on US 98. Segment modified in August 2019 LRTP Amendment 3 (adding SIS funds). SIS First Five Year Plan. It is Bay TPO SIS Project Priority #6. The project is in the SIS LRTP CFP FY 29-45. For project has been divided into the following segments future funding of design and construction: 217838-3: SR 30A from Mandy Lane to east of Nautilus Street; 217838-4: East of Nautilus Street to east of Richard Jackson Boulevard; and 217838-5: East of Richard Jackson Boulevard to west of CR 3031.

REGIONAL CONNECTIVITY
US 98 provides east / west connectivity along the coast.

PARALLEL FACILITIES
There are no parallel facilities at this location.

BICYCLES AND PEDESTRIANS
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway.

TRANSIT
Bay Town Trolley serves US 98 through Panama City Beach.

MAP ID
A-20

PROJECT NAME
SR 388 (West Bay Parkway) – US 98 (SR 30) in Walton County to SR 79

PURPOSE
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportation network and enhancing traveler safety. Additionally, the improvements will provide better access to the Northwest Florida Beaches International Airport, improve hurricane evacuation and emergency response capabilities, promote economic development in the region, and increase capacity and relieve existing and anticipated traffic congestion, particularly along the US 98 corridor. This corridor segment provides key linkage to the Latitude Margaritaville major land development project.

IMPROVEMENT
This capacity project widens SR 388 (West Bay Parkway) to four lanes and constructs a new two-lane roadway in the process. The project is being developed under FPID 424464-1; 424464-2; Hurricane Recovery Project #26. FPID 424464-1 From US 98 to Bay Co line, and 424464-2 from Walton Co Line to SR 79. Segment modified in August 2019 LRTP Amendment 3 (brought into CFP - partially funded). It is Bay TPO Non-SIS Priority #14. The project includes bridge over Gulf Intracoastal Waterway (GIWW).

REGIONAL CONNECTIVITY
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

PARALLEL FACILITIES
US 98 is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.

TRANSIT
Bay Town Trolley is evaluating linkages to the proposed new development.

MAP ID
A-21

PROJECT NAME
Truck Parking Area – US 231 Industrial Park

PURPOSE
Provide additional truck parking facilities at the US 231 Port of Panama City Distribution Center off US 231.

IMPROVEMENT
Truck Parking.

REGIONAL CONNECTIVITY
US 231 is SIS facility into the Panama City metropolitan area and provides direct access to the Port Distribution Center.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
Not applicable.

TRANSIT
Not applicable.

MAP ID
A-22

PROJECT NAME
Gulf Coast Parkway – US 98 (SR 30) to US 231 (SR 75)

PURPOSE
The purpose of the Gulf Coast Parkway is to improve mobility by increasing the regional transportation network, increase security of the Tyndall Air Force Base (AFB), enhance economic development in Bay and Gulf Counties, and improve emergency evacuation of Gulf and Bay Counties. This project has been included in prior LRTPs and a Project Development and Environmental (PD&E) study is complete. The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County. The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas. The proposed new road will also provide a new high level bridge across the Intracoastal Waterway (ICWW) to connect U.S. 98 in Gulf County with U.S. 231 and U.S. 98 (Tyndall Parkway) in Bay County. Because there are limited transportation facilities in the study area the proposed project will provide more efficient links between the coastal areas of Gulf County and major transportation facilities, employment, and shopping areas within and north of the Panama City urbanized area.

IMPROVEMENT
The project is being developed under FPID 410981-2; Hurricane Recovery Project #25, and has been divided into segments 410981-3 to -9. FDOT has executed a Record of Decision and issued Location Design Concept Acceptance. The FDOT decision is to approve the Selected Alternative, Modified Alternative 19, which is for the construction of a new four-lane divided, controlled-access, arterial highway, an approximately 30-mile project which will begin at the intersection of US 98 and CR 386 in Gulf County and will connect with US 231 and US 98 (Tyndall Parkway).

REGIONAL CONNECTIVITY
The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County.

PARALLEL FACILITIES
No parallel facilities are present.

BICYCLES AND PEDESTRIANS
The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas.

TRANSIT
Bay Town Trolley does not serve this area.

MAP ID
A-23

PROJECT NAME
Gulf Coast Pkwy Connector from CR 2315 (Star Avenue) to Old Allenton Road / Gulf Coast Pkwy

PURPOSE
This project has been included in prior LRTPs and a Project Development and Environmental (PD&E) study is complete. The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County. The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas. The proposed new road will also provide a new high level bridge across the Intracoastal Waterway (ICWW) to connect U.S. 98 in Gulf County with U.S. 231 and U.S. 98 (Tyndall Parkway) in Bay County. Because there are limited transportation facilities in the study area the proposed project will provide more efficient links between the coastal areas of Gulf County and major transportation facilities, employment, and shopping areas within and north of the Panama City urbanized area.

IMPROVEMENT
The project is being developed under FPID 410981-2; Hurricane Recovery Project #25, and has been divided into segments 410981-3 to -9. The Florida Department of Transportation (FDOT) has executed a Record of Decision and issued Location Design Concept Acceptance in accordance with the National Environmental Policy Act (NEPA) and associated laws, regulations, and orders. The FDOT decision is to approve the Selected Alternative, Modified Alternative 19, which is for the construction of a new four-lane divided, controlled-access, arterial highway. The Selected Alternative is an approximately 30-mile project which will begin at the intersection of US 98 and CR 386 in Gulf County and will connect with US 231 and US 98 (Tyndall Parkway) in Bay County.

REGIONAL CONNECTIVITY
The proposed Gulf Coast Parkway will provide a connection between U.S. 98 in Gulf County with U.S. 231 (north of Panama City) and U.S. 98 in Bay County.

PARALLEL FACILITIES
No parallel facilities are present.

BICYCLES AND PEDESTRIANS
The proposed new four-lane divided, controlled-access, arterial highway will provide an urban typical section with bicycle lanes and sidewalks in urban areas and a rural typical section with a shared use path in rural areas.

TRANSIT
Bay Town Trolley does not serve this area.

MAP ID
A-24

PROJECT NAME
26th Street Extension – SR 77 to Minnesota Street

PURPOSE
The proposed 2-lane improvement to extend East 26th St from SR 77 / S. Ohio Ave to Minnesota Ave was identified in the previous Needs Plan. The need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east / west connection from Jenks Ave to East Ave. The section proposed for improvement begins at S. Ohio Ave / SR 77 and continues west to Minnesota Ave. The proposed facility will provide additional east west capacity and neighborhood / local connectivity. This proposed 2-lane improvement provides east / west capacity and is a parallel corridor to E. 24th St and E. Mosley Dr.

IMPROVEMENT
This capacity project create a new two-lane roadway facility.

REGIONAL CONNECTIVITY
This project provides local connectivity along E. 26th Street in Lynn Haven.

PARALLEL FACILITIES
SR 390 is parallel facility on the north.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed in this location.

TRANSIT
Not currently served by Bay Town Trolley.

MAP ID
A-25

PROJECT NAME
CR 391 (Baldwin Road) – Kirkwell Avenue to US 231 (SR 75)

PURPOSE
This widening project was identified in the previous Needs Plan. The segment of Baldwin from SR 77 to US 231 has been included in several of the past Cost Feasible Plans as a local or alternative funded project. Bay County has completed the segment of Baldwin Road west of SR77 and east of SR77 to Kirkwell Avenue is currently under construction. This project is viewed as an enhancement to a major east-west corridor and may serve as an alternative route from US 231 to the Port of Panama City. It also provides a connection to SR 77. The widening of the facility from 2 to 4-lanes is also intended to provide relief to CR 390 / 14th St and 23rd St / SR 368.

IMPROVEMENT
This project is a capacity project that would widen the roadway from two to four-lanes.

REGIONAL CONNECTIVITY
The improvement would connect to US 231 providing regional connection into and away from the Panama City metro area.

PARALLEL FACILITIES
E 26th Street is a parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed for access to Hiland Park Elementary School.

TRANSIT
Not currently served by Bay Town Trolley.

MAP ID
A-26

PROJECT NAME
CR 30C (Clara Avenue) – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
This project was identified in the Previous Needs and Cost Feasible Plans. This has also been included in the TPO's Alternative Revenue Funded Project Priorities. This road serves as a major connector between Front Beach Road and Panama City Beach Parkway. Widening of this facility would improve traffic flow and will improve evacuation times during emergencies. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan.

IMPROVEMENT
This capacity project widens the roadway to four-lanes and divides the facility.

REGIONAL CONNECTIVITY
This project provides local connectivity in Panama City Beach.

PARALLEL FACILITIES
This is one of several connectors between Front Beach and Back Beach (US 98) important for local and tourist circulation in Panama City Beach.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are important on this project.

TRANSIT
Bay Town Trolley serves adjacent facilities.

MAP ID
A-27

PROJECT NAME
CR 2301 – US 231 (SR 75) to CR 388

PURPOSE
The proposed 4-lane improvement to widen CR 2301 from US 231 / SR 75 to CR388 was identified in the previous Needs Plan. This need is based upon evaluation of future land use and traffic demand along the projects corridor. The proposed improvement is to a facility that provides a north/south connection between SR 388 and US 231. This segment is also local alternative to US 231 / SR 75 a Strategic Intermodal System facility, particularly for those desiring to travel west on SR 20. Improvements to this facility will provide additional north / south capacity in this area.

IMPROVEMENT
The capacity project widens CR 2301 from two to four-lanes.

REGIONAL CONNECTIVITY
This project links US 231 north to SR 388 West Bay Parkway

PARALLEL FACILITIES
No parallel facility exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would be evaluated during the PD&E phase of the project.

TRANSIT
Bay Town Trolley does not currently serve this area.

MAP ID
A-28

PROJECT NAME
CR 2321 – US 231 (SR 75) to SR 77

PURPOSE
This project has been identified in previous Needs Plans and is needed to address the existing and forecast congestion along the roadway. This need is based upon evaluation of future land use and traffic demand along the project's corridor. This improvement will provide relief to SR77 as development continues to move north along that corridor in the Southport area.

IMPROVEMENT
The capacity project widens CR 2321 to four-lanes. This project is identified as Hurricane Michael Recovery Plan Project #34 and includes replacement of CR 2321 Deer Point Bridge

REGIONAL CONNECTIVITY
CR 2321 provides an alternative path from north of Lynn Haven to the eastern side of the Panama City metro area, and access to a growing residential area.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed to serve the growing residential area and link access to the park and fishing area on Deer Point Lake.

TRANSIT
Bay Town Trolley does not currently serve this area.

MAP ID
A-29

PROJECT NAME
SR 388 (West Bay Parkway) – SR 77 (Lynn Haven Parkway) to US 231 (SR 75)

IMPROVEMENT
This capacity project widens SR 388 (West Bay Parkway) to four lanes, and provides a realignment of the roadway facility at SR 77.

PURPOSE
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportation network and enhancing traveler safety. Additionally, the improvements will provide better access to the Northwest Florida Beaches International Airport, improve hurricane evacuation and emergency response capabilities, promote economic development in the region, and increase capacity and relieve existing and anticipated traffic congestion, particularly along the US 98 corridor. The project is being developed under FPID 424464-1; 424464-2; Hurricane Recovery Project #26. FPID 424464-1 From US 98 to Bay Co line, and 424464-2 from Walton Co Line to SR 79.

REGIONAL CONNECTIVITY
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

PARALLEL FACILITIES
US 98 is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.

TRANSIT
Bay Town Trolley is evaluating linkages to the proposed new development.

MAP ID
A-30

PROJECT NAME
E 39th Street Extension – Camryns Crossing to Transmitter Road (CR 2327)

PURPOSE
This project was identified by Bay County as an extension/connection for further promote a grid network in the area. The addition of this roadway to the network will relieve SR389 (East Avenue) and to a lesser degree CR 390. This need is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an additional east / west capacity.

IMPROVEMENT
This capacity project constructs a new two-lane facility.

REGIONAL CONNECTIVITY
This segment completes the connection between Transmitter Road and East Avenue.

PARALLEL FACILITIES
SR 390 to the north is the nearest primary parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed linking to City of Lynn Haven and resources such as Nature Walk Golf Course.

TRANSIT
Bay Town Trolley currently does not service this segment.

MAP ID
A-31

PROJECT NAME
Joan Avenue – (CR 3031) Thomas Drive to US 98A (Front Beach Road)

PURPOSE
The proposed 4-lane improvement to Joan Ave / CR 30B between Front Beach Rd / US 98A / SR 30 and Thomas Dr / CR 392 was identified in the previous Needs Plan. The need for this project is based upon evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides a north/south connection from the beach areas to Front Beach Rd / US 98A / SR 30 and via the US 98 Bridge to Panama City. The proposed 4 lane improvement is to the section between Front Beach Rd / US 98A / SR 30) and Thomas Dr / CR 392. This proposed four lane improvement provides additional north/south capacity and is a local parallel to Allison Avenue from N. Lagoon Drive / CR 3030 to Front Beach Road / US98A / SR 3. This project is part of the Panama City Beach Community Redevelopment Agency (CRA) plan.

IMPROVEMENT
The improvement for this capacity project is to widen Joan Avenue to four-lanes.

REGIONAL CONNECTIVITY
This project provides local access within Panama City Beach connecting high-density tourist areas to Front Beach Road.

PARALLEL FACILITIES
There are several north / south local connector roads.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are essential in this location due to the heavy tourism influence.

TRANSIT
Bay Town Trolley serves the vicinity.

MAP ID
A-32

PROJECT NAME
Lyndell Lane – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
This project has been identified in the previous Needs Plan is a Panama City Beach Community Redevelopment (CRA) Project. It includes the construction of sidewalks, bicycle lanes, land- and street-scaping, along the corridor.

IMPROVEMENT
Create a Complete Streets / Corridor Management Study to add lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities, and transit lanes along the facility to improve multimodal travel.

REGIONAL CONNECTIVITY
This project provides local access within Panama City Beach connecting high-density tourist areas to Front Beach Road.

PARALLEL FACILITIES
There are several north / south local connector roads.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are essential in this location due to the heavy tourism influence.

TRANSIT
Bay Town Trolley serves the vicinity.

MAP ID
A-33

PROJECT NAME
Powerline Road – SR 388 (West Bay Parkway) to SR79 at the Loop Road connection

PURPOSE
This project was identified in the previous Needs Plan. This proposed roadway would provide an alternate for US 98, thus alleviating congestion on US 98. It will connect to a project currently referred to as the Loop Road which will begin at SR 79 and travel east to tie into US 98 at Pier Park Road. Having this alternative would be beneficial to freight carriers throughout the area. US 98 is an evacuation route, so this would provide an alternate evacuation route. The need for this project is based upon evaluation of future land use and traffic demand along the project's corridor. It will be the third link in a roadway that will ultimately parallel US 98 from Nautilus Road to the West Bay Parkway into Walton County.

IMPROVEMENT
This capacity project constructs a new four-lane facility.

REGIONAL CONNECTIVITY
This project provides alternative connectivity on the north side of Panama City Beach to the Bay / Walton County Line and continuing on to US 98 in Walton County.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed as an alternative to US 98.

TRANSIT
Bay Town Trolley currently does not serve this area.

MAP ID
A-34

PROJECT NAME
Gulf Coast Parkway Extension (West Parkway Extension in Priority List) from SR 77 to US 231 (SR 75)

IMPROVEMENT
This capacity project widens SR 388 (West Bay Parkway) to four lanes, and provides a realignment of the roadway facility at SR 77.

PURPOSE
This project has been included in previous Cost Feasible Plans. The benefits of the new facility include improving mobility and interconnectivity in the regional transportation network and enhancing traveler safety. Additionally, the improvements will provide better access to the Northwest Florida Beaches International Airport, improve hurricane evacuation and emergency response capabilities, promote economic development in the region, and increase capacity and relieve existing and anticipated traffic congestion, particularly along the US 98 corridor. The project is being developed under FPID 424464-1; 424464-2; Hurricane Recovery Project #26. FPID 424464-1 From US 98 to Bay Co line, and 424464-2 from Walton Co Line to SR 79.

REGIONAL CONNECTIVITY
West Bay Parkway provides regional connectivity from neighboring Walton County into Bay County on the western end of the TPO area, providing connectivity to the airport.

PARALLEL FACILITIES
US 98 is the nearest parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be important as this corridor segment provides key linkage to the Latitude Margaritaville major land development project.

TRANSIT
Bay Town Trolley is evaluating linkages to the proposed new development.

MAP ID
A-35

PROJECT NAME
US 98 Dupont Bridge Replacement over St. Andrews Bay and ICWW [SIS] from City of Parker to Tyndall Air Force Base

PURPOSE
The intent of this study is to address structural issues related to the existing Dupont Bridge. The bridge, which is over the Intracoastal Waterway, connects Tyndall Air Force Base and the City of Parker in Bay County. The project limits include US 98 from the Bonita Bay Outdoor Recreation Center within Tyndall Air Force Base to Oak Shore Drive, a distance of approximately one mile.

IMPROVEMENT
Replace the Dupont Bridge and provide 6-lane capacity on US 98. This project is being developed under FPID 442667-1. PD&E In progress. Amended to 2040 LRTP Aug 2018. Discussion at Bay TPO on Sept 23, 2020 requested bridge height to be raised to 75 ft. The PD&E study is recommending Alternative West 1 on a new alignment on the west side of the existing bridge. The replacement bridge will have two separate structures, each with 10-ft shoulders to accommodate bicycle movements and six-ft separated sidewalks. The bridges will be capable of accommodating 6 lanes of traffic but will be initially marked as a four-lane facility. The roadway approaches will include buffered bike lanes and sidewalks.

REGIONAL CONNECTIVITY
This bridge is a key link in the US 98 coastal highway connecting Tyndall Air Force Base to the greater Panama City area.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The replacement bridge will have two separate structures, each with 10-ft shoulders to accommodate bicycle movements and six-ft separated sidewalks. The bridges will be capable of accommodating 6 lanes of traffic but will be initially marked as a four-lane facility. The roadway approaches will include buffered bike lanes and sidewalks.

TRANSIT
Future needs have been identified for Bay Town Trolley to provide access to Tyndall Air Force Base, which would use the Dupont Bridge.

MAP ID
A-36 (Related: A-46)

PROJECT NAME
Titus Connector Road – SR 390 to CR 2321

PURPOSE
The purpose of the project is to provide local access connection on Titus Road better linking the residential areas in Panama City to Lynn Haven, currently divided by US 231.

IMPROVEMENT
The project is a capacity project that would create a new two-lane roadway facility. The project is being funded with Bay Co Local Option Sales Tax and is identified as FPID LOCAL4. The segment was added in August 2019 LRTP Amendment 3 (Local Option Sales Tax funded as requested by Bay Co). Improvements at Titus will also be developed as part of the US 231 project.

REGIONAL CONNECTIVITY
This project provides a new link from Titus Road to US 231 and SR 390.

PARALLEL FACILITIES
SR 390 is a parallel facility on the west side of US 231.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is desired to link Lynn Haven to Panama City across US 231.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-37

PROJECT NAME
SR 77 (MLK Jr. Blvd) – US 98 to 23rd Street (SR 368)

PURPOSE
Additional capacity improvement is identified on SR 77 linking to US 98 across US 231. This segment is part of the US 231 SIS capacity project. FDOT has completed a PD&E Study to analyze the existing characteristics, evaluate the community needs and impacts, and develop proposed conceptual improvements for the widening of US 231 for capacity and intersection improvements along the US 231 corridor. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project would widen SR 77 (MLK Jr. Blvd) to six-lanes. The proposed alternatives include options for widening the existing four-lane roadway. The new roadway will consist of six 11 to 12-foot travel lanes (three in each direction), paved inside and outside shoulders along with a buffered bike lane through segments one and two, and five to six-foot sidewalks intermittently placed along both sides of roadway and major intersection improvements at U.S. 98, S.R. 77, S.R. 390, and Titus Road.

REGIONAL CONNECTIVITY
The cross roads of SR 77 and US 231 are central to the Panama City urban area providing central north / south and east / west connectivity.

PARALLEL FACILITIES
Transmitter, and Star are parallel north / south facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities will be extended with the US 231 / SR 77 intersection project.

TRANSIT
Bay Town Trolley serves this area and has a transfer center at SR 77 and US 231 which will need to be relocated.

MAP ID
A-38

PROJECT NAME
CR 2327 (Transmitter Road) – C Street to Brooke Street

PURPOSE
This segment was added in August 2019 LRTP Amendment 3.

IMPROVEMENT
This project is a capacity project that would widen CR 2327 (Transmitter Road) to four-lanes.

REGIONAL CONNECTIVITY
Transmitter Road at US 231 is a key part of the regional transportation network.

PARALLEL FACILITIES
Star Avenue is a parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed to link into residential areas to the south in Springfield.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-39 (related: A-18, A-19)

PROJECT NAME
US 98 (Panama City Beach Parkway) SR 30A [SIS] from Richard Jackson Blvd to Hathaway Bridge

PURPOSE
The purpose and need of this study is to increase capacity, improve multimodal accommodations, and address safety issues on the SR 30A (US 98/ Panama City Beach Parkway) corridor, and address operational deficiencies, congestion and delays on the mainline and at 12 intersections along Panama City Beach Parkway. The purpose of this project is to add two lanes of capacity to the four lane section of U.S. 98 (Panama City Beach Parkway) from Mandy Lane to the Thomas Drive intersection in order to address the existing and the projected future failing level of service for this segment of U.S. 98 (Panama City Parkway). This project is needed to relieve traffic congestion along this portion of U.S. 98 (Panama City Beach Parkway). The corridor will operate at a failing level-of-service (LOS), with a LOS F in the design year 2045 if no improvements are implemented.

IMPROVEMENT
The proposed improvements will consist of widening Panama City Beach Parkway to six lanes and the inclusion of sidewalks and bicycle lanes on both sides of the roadway. Preferred "Build' Concept: Six-Lane typical section from Mandy Lane to Thomas Drive includes 7-foot wide buffered bicycle lanes and five-foot wide sidewalks on both sides of SR 30A (US 98/ Panama City Beach Parkway). This project is being developed under FPID 217838-5; 217838-2; and SIS #3496 to provide 6-lane capacity on US 98. Segment modified in August 2019 LRTP Amendment 3 (adding SIS funds). SIS First Five Year Plan. It is Bay TPO SIS Project Priority #6. The project is in the SIS LRTP CFP FY 29-45. For project has been divided into the following segments future funding of design and construction: 217838-3: SR 30A from Mandy Lane to east of Nautilus Street; 217838-4: East of Nautilus Street to east of Richard Jackson Boulevard; and 217838-5: East of Richard Jackson Boulevard to west of CR 3031.

REGIONAL CONNECTIVITY
US 98 provides the primary east / west connectivity through the region.

PARALLEL FACILITIES
There are no parallel facilities to US 98 at this location.

BICYCLES AND PEDESTRIANS
The PD&E study identified the inclusion of sidewalks and bicycle lanes on both sides of the roadway.

TRANSIT
Bay Town Trolley serves this area.

MAP ID
A-40 (related A-41)

PROJECT NAME
CR 389 (East Avenue) [SIS] – Port Entrance to US 98B (SR 30) / 5th Street (PD&E Segment 2)

PURPOSE
The intent of this study is to evaluate the potential for improving the roadway deficiencies along East Avenue which will ensure that the roadway is a freight friendly corridor that also serves the multi-modal needs of area residents. The project is approximately 3.5 miles in length and is divided into two segments: East Avenue from Port Panama City entrance to State Road 30/Business 98/5th Street and East Avenue from State Road 30/Business 98/5th Street to south of County Road 2337/Sherman Avenue. East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

IMPROVEMENT
The improvement of this capacity project is to widen CR 389 (East Avenue) to four-lanes. This is being developed under FPID 440300-4. The segment was added in August 2019 LRTP Amendment 3 (Adding SIS funds). The project is the Port Panama City Project Priority #4 in FY 19/20 and includes SIS project #3385. The project is also identified in the Hurricane Michael Recovery Plan as Project # 28. It is Bay TPO SIS Priority 8. Related Project FPID: 440300-3.

REGIONAL CONNECTIVITY
East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

PARALLEL FACILITIES
There are no key parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed in accordance with the Millville Neighborhood Plan.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-41 (related A-40)

PROJECT NAME
SR 389 (East Avenue) [SIS] – US 98B (SR 30) / 5th Street to CR 2337 (Sherman Avenue) (PD&E Segment 1)

PURPOSE
The intent of this study is to evaluate the potential for improving the roadway deficiencies along East Avenue which will ensure that the roadway is a freight friendly corridor that also serves the multi-modal needs of area residents. The project is approximately 3.5 miles in length and is divided into two segments: East Avenue from Port Panama City entrance to State Road 30/Business 98/5th Street and East Avenue from State Road 30/Business 98/5th Street to south of County Road 2337/Sherman Avenue. East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

IMPROVEMENT
The improvement of this capacity project is to widen CR 389 (East Avenue) to four-lanes. This is being developed under FPID 440300-4. The segment was added in August 2019 LRTP Amendment 3 (Adding SIS funds). The project is the Port Panama City Project Priority #4 in FY 19/20 and includes SIS project #3385. The project is also identified in the Hurricane Michael Recovery Plan as Project # 28. It is Bay TPO SIS Priority 8. Related Project FPID: 440300-3.

REGIONAL CONNECTIVITY
East Avenue provides north / south connectivity from US 231 and US 98 to the Port, yet serves the Millville Neighborhood. The PD&E and improvements will need to balance the needs of the Millville Neighborhood Plan and CRA Plan with the freight needs.

PARALLEL FACILITIES
There are no key parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian access is needed in accordance with the Millville Neighborhood Plan.

TRANSIT
Bay Town Trolley currently does not serve.

MAP ID
A-42

PROJECT NAME
SR 20 – Washington County Line to US 231 (SR 75)

PURPOSE
This project was in the previous Needs Plan. The need for this improvement was identified in the regional model and takes into account improvements within Bay County and the adjoining counties. SR 20 is a major east-west corridor providing a parallel facility to both US 98 and I-10. It is also an evacuation route. It has been included in the 2040 Needs Plan as an Aspirational Project in that the need for this project is beyond the 2040 planning horizon.

IMPROVEMENT
The purpose of this capacity project is to widen SR 20 from two to four-lanes. This project is being developed under 220635-6. FPID 220635-4 SR 20 was No Build from Walton County Line to East of SR 79 in Washington Co.

REGIONAL CONNECTIVITY
SR 20 provides broad east / west connectivity across the central portion of the panhandle and along the northern part of the Bay TPO boundary.

PARALLEL FACILITIES
US 98 is parallel to the south, and I-10 is parallel to the north.

BICYCLES AND PEDESTRIANS
Regional bike / ped facilities are being evaluated as part of the SUNTrail network.

TRANSIT
None.

MAP ID
A-43

PROJECT NAME
Clarence Street – SR 392A (Hutchison Blvd.) to US 98A (Front Beach Road)

PURPOSE
City of Panama City Beach requested capacity improvements on Clarence Street to provide alternative access from US 98 to Hutchison Blvd to avoid adding local congestion to Front Beach Road (US 98).

IMPROVEMENT
A project requested by City of Panama City Beach to widen Clarence Street to four-lanes.

REGIONAL CONNECTIVITY
The project would provide a local connection as an alternative to US 98.

PARALLEL FACILITIES
US 98 is the parallel facility.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are needed as a safer alternative to US 98.

TRANSIT
Bay Town Trolley serves the area.

MAP ID
A-44

PROJECT NAME
US 98 [SIS] – CR 2327 (Transmitter Road) to Tyndall Drive / Airey Avenue (on Tyndall AFB)

PURPOSE
Additional capacity need is identified on US 98 consistent with the SIS plans for freight and military access.

IMPROVEMENT
This capacity project would widen US 98 to six-lanes. This project is identified in SIS LRTP CFP as project #3454 (SIS Unfunded Needs Plan #120). This project is also Hurricane Michael Recovery Plan Project #244. The Tyndall Parkway Master Plan calls for corridor improvements. The project also is related to the Dupont Bridge replacement.

REGIONAL CONNECTIVITY
US 98 provides east / west regional connectivity. This is a SIS and Military Access Facility.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian improvements are necessary to connect the City of Parker and Springfield with Tyndall Air Force Base.

TRANSIT
Bay Town Trolley is considering transit service connecting to Tyndall Air Force Base.

MAP ID
A-45

PROJECT NAME
SR 77 from SR 390 to County Line.

PURPOSE
SIS Unfunded Needs Plan Project #688 identifies the need for additional future capacity on SR 77 connecting to I-10.

IMPROVEMENT
This capacity project would widen SR 77 to six-lanes.

REGIONAL CONNECTIVITY
SR 77 provides north / south connectivity into Bay County.

PARALLEL FACILITIES
SR 79 and US 231 are parallel facilities.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate the need for bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-46 (Related: A-36)

PROJECT NAME
Titus Road from CR 2321 to US 231.

PURPOSE
SIS Unfunded Needs Plan Project #688 identifies the need for additional future capacity on SR 77 connecting to I-10. The purpose of the project is to provide local access connection on Titus Road better linking the residential areas in Panama City to Lynn Haven, currently divided by US 231.

IMPROVEMENT
This capacity project would widen Titus Road from 2 to 4 lanes, linking to the new Titus Road Connector (which is a locally-funded project).

REGIONAL CONNECTIVITY
This project provides a new link from Titus Road to US 231 and SR 390.

PARALLEL FACILITIES
SR 390 is a parallel facility on the west side of US 231

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian connectivity is desired to link Lynn Haven to Panama City across US 231.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-47

PROJECT NAME
US 98 (SR 30) [SIS] from Walton County Line to SR 79 (Arnold Drive).

PURPOSE
Additional capacity has been identified as a need on US 98 at the western end of the Bay TPO area linking to Walton County.

IMPROVEMENT
Provide 6-lane capacity on US 98. This project is being evaluated as 437179-2, 437759-1, and SIS #3495.

REGIONAL CONNECTIVITY
US 98 provides east / west regional connectivity.

PARALLEL FACILITIES
SR 20 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-48

PROJECT NAME
SR 79 [SIS] from SR 388 (West Bay Parkway) to Bay County Line.

PURPOSE
Additional capacity has been identified as a need on SR 79 linking Bay County to I-10.

IMPROVEMENT
Provide 6-lane capacity on SR 79. This project is being evaluated as SIS Unfunded Needs Plan project #112.

REGIONAL CONNECTIVITY
SR 79 provides north / south regional connectivity.

PARALLEL FACILITIES
SR 77 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-49

PROJECT NAME
Bay Parkway Phase 3 (Back Beach Bypass) from US 98 at Clara Avenue to US 98 at Chip Seal Parkway

PURPOSE
Panama City Beach has identified the need for a new 4-lane facility. This project was identified as Hurricane Recovery Projects # 101, and 102. Requested by Bay TPO 01/27/21 to request PD&E Study be advanced to Work Program whenever possible.

IMPROVEMENT
Construct a new 4-lane facility consistent with Hurricane Recovery Projects # 101, and 102.

REGIONAL CONNECTIVITY
This project will provide an alternate access to US 98.

PARALLEL FACILITIES
US 98 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

MAP ID
A-50

PROJECT NAME
US 98 Panama City Beach Pkwy Elevated Segment [connecting Back Beach / Bay Pkwy Phase 2 and 3] [SIS], from Nautilus Street [Back Beach / Bay Parkway Phase 2] to Clara Avenue [Back Beach / Bay Parkway Phase 3]

PURPOSE
Panama City Beach has identified the need for a new 2-lane facility. This project was identified as Hurricane Recovery Projects # 101, and 102. Requested by Bay TPO 01/27/21 to request PD&E Study be advanced to Work Program whenever possible.

IMPROVEMENT
Construct new 4-lane elevated segment of US 98, requested by City of Panama City Beach.

REGIONAL CONNECTIVITY
This project will provide an alternate access to US 98.

PARALLEL FACILITIES
US 98 is a parallel facility.

BICYCLES AND PEDESTRIANS
The PD&E Study would evaluate options for bicycle and pedestrian improvements.

TRANSIT
Bay Town Trolley does not service this area.

Corridor / Complete Streets Projects

MAP ID
B-1

PROJECT NAME
SR 368 (23rd Street) [SIS] from SR 390 to US 231.

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
SR 368 (23rd) is a Minor Urban Arterial and primary east / west commercial corridor north of US 98 linking Gulf State College and the Hathaway Bridge to major north / south corridors such as SR 77 and US 231. It has a Context Classification of 3C3.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important on this

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-2

PROJECT NAME
US 98 (15th Street) [SIS] – 23rd Street to CR 2327 (Transmitter Rd)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Portions of 15th Street have been identified in previous plans for widening and for multimodal improvements. During the development of the 2040 LRTP this corridor was identified as a corridor that should not be widened due to the impacts it would have on the surrounding communities. Therefore, a multimodal study was identified as needed to determine safety, bicycle, pedestrian and transit projects that could be developed to increase mobility along the corridor. This direction remains consistent for 2045 with development of the St. Andrews Neighborhood Plan, the Downtown North CRA Plan, the Millville Neighborhood Plan, and the Glenwood Neighborhood Plan. These community and neighborhood plans seek to make the US 98 corridor better integrated with the neighborhoods.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
US 98 is an Urban Principal Arterial and key to regional connectivity through the Panama City metro area. It has a Context Classification of 3C3 and C4.

PARALLEL FACILITIES
11th Street

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-3 (Related: B-12)

PROJECT NAME
CR 28 (11th Street) from Beck Avenue to SR 77 (MLK, Jr. Blvd).

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. The Complete Streets corridor is consistent with the community and neighborhood plans: St. Andrews Neighborhood, Downtown North CRA, Downtown CRA, Glenwood, and Millville. The western terminus is the St. Andrews historic core and marina and an important local and tourist destination for the Panama City neighborhoods.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This corridor is Major Urban Collector and provides for east / west connectivity through Panama City. It does not have an assigned Context Classification.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor to link to the historic and tourist destinations in St. Andrews.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-4

PROJECT NAME
US 98B (US Business 98 / 5th Street) – US 98 (15th Street) to US 98 (SR 30)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Portions of Business 98 have been identified in previous plans for widening and for multimodal improvements. During the development of the 2040 LRTP this corridor was identified as a corridor that should not be widened due to the impacts it would have on the surrounding communities. Therefore, a multimodal study was identified as needed to determine safety, bicycle, pedestrian and transit projects that could be developed to increase mobility along the corridor. This direction remains consistent for 2045 with development of the St. Andrews Neighborhood Plan, the Downtown North CRA Plan, the Millville Neighborhood Plan, and the Glenwood Neighborhood Plan. These community and neighborhood plans seek to make the US 98 corridor better integrated with the neighborhoods.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This corridor is an Minor Urban Arterial and frequently used as a bypass or shortcut from US 98 by locals given the designation of Business 98. However, the local planning direction is to change this designation to keep the traffic local and not use this corridor for through-traffic movements. It has a Context Classification of C4 (west end) and C3R to C3C (east end).

PARALLEL FACILITIES
W. 11th Street (US 98)

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor to link to the historic and tourist destinations in St. Andrews.

TRANSIT
Bay Town Trolley does not directly serve this route, but serves the neighborhoods.

MAP ID
B-5

PROJECT NAME
Cobb Road – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project has been identified in the previous Needs Plan is a Panama City Beach Community Redevelopment (CRA) Project. It includes the construction of sidewalks, bicycle lanes, land- and street-scaping, along the corridor.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This is a local road used for local and tourist connections between Front Beach and Back Beach roads in Panama City Beach. It does not have a Context Classification, but links to C4 and C3C facilities on each end.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley does not directly serve this route, but serves the adjacent major facilities in Panama City Beach.

MAP ID
B-6

PROJECT NAME
US 98A (Front Beach Road) Segment 5 from SR 79 (S. Arnold Road) to Deluna Place

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. This project is identified in Hurricane Michael Recovery Plan as Project #104 Lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes, and is consistent with the City of Panama City Beach Community Redevelopment Agency plans.

REGIONAL CONNECTIVITY
This is Minor Urban Arterial that provides local and tourist access along the beach. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley serve this route, as a major facility in Panama City Beach.

MAP ID
B-7

PROJECT NAME
CR 392 (North Thomas Drive) – US 98A (Front Beach Road) to (CR 3031) South Thomas Drive

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

The proposed improvement is in the previous Needs and Cost Feasible Plans. The need for this project was established based on the projection that, even with improvement, this corridor would be deficient by 2035. This project would provide much needed capacity in the corridor and would alleviate congestion. Although safety data is not available, given the anticipated LOS this project is needed to alleviate the safety risks that are prevalent for this condition roadway. This facility provides access to the beach area south of US 98 including St. Andrews State Park. This corridor is an evacuation route and is heavily relied upon during evacuations. This proposed 4-lane facility provides northwest / southeast capacity and is a parallel corridor to N. Lagoon Drive and the US 98/SR 30A corridor. Improvements to this facility will provide additional east/ west capacity in this area.

For 2045, this project was identified as a Complete Streets / Corridor Study to determine if other improvements could better integrate with the tourist-oriented area of Panama City Beach, rather than advancing to capacity improvements.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. For consideration: lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.

REGIONAL CONNECTIVITY
This is a Major Urban Collector that provides primarily local access between Thomas Drive to US 98. It has a Context Classification of 3C3.

PARALLEL FACILITIES
Joan Avenue

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley does not directly serve this route, but services the nearby Joan Avenue, US 98, and Thomas Drive.

MAP ID
B-8

PROJECT NAME
Nautilus Road – US 98A (Front Beach Road) to US 98 (Panama City Beach Parkway)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. This project has been identified in the previous Needs Plan is a Panama City Beach Community Redevelopment (CRA) Project. It includes the construction of sidewalks, bicycle lanes, land- and street-scaping, along the corridor.

REGIONAL CONNECTIVITY
This is a Local Urban facility and provides local connection between Front Beach and Back Beach Roads, and access to Surfside Middle School. It does not have designated Context Classification, but links to C4 on the south and C3C on the north.

PARALLEL FACILITIES
Clara Avenue

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor and for local access to Surfside Middle School.

TRANSIT
Bay Town Trolley does not directly serve this route, but services the nearby Joan Avenue, US 98, and Thomas Drive.

MAP ID
B-9

PROJECT NAME
US 98A (Front Beach Road) Segment 4.2 – Hill Road to SR 2923A (Hutchison Blvd)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

IMPROVEMENT
Create a Complete Streets / Corridor Study to enhance multimodal transportation by adding lighting, landscaping, medians, turn lanes, sidewalks, drainage and transit lanes, as well as underground utilities to US 98A (Front Beach Road) Segment 4.2. This project is associated with FPID 426391-3, Local Funds, and with Hurricane Michael Recovery Plan Projects #104, 106 for lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial and provides local and tourist-oriented access along the beach, and serves as an alternative to US 98. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley services this corridor.

MAP ID
B-10

PROJECT NAME
US 98A (Front Beach Road) Segment 4.1 – Lullwater Drive to Hill Road

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

IMPROVEMENT
Create a Complete Streets / Corridor Study to enhance multimodal transportation by adding lighting, landscaping, medians, turn lanes, sidewalks, drainage and transit lanes, as well as underground utilities to US 98A (Front Beach Road) Segment 4.1. This project is associated with FPID 426391-7, Local Funds, and Hurricane Michael Recovery Plan Projects #104, 105 considering lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial and provides local and tourist-oriented access along the beach, and serves as an alternative to US 98. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley services this corridor.

MAP ID
B-11

PROJECT NAME
US 98A (Front Beach Road) Segment 4.3 – SR 2923A (Hutchison Blvd) to Richard Jackson Blvd

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

IMPROVEMENT
Create a Complete Streets / Corridor Study to enhance multimodal transportation by adding lighting, landscaping, medians, turn lanes, sidewalks, drainage and transit lanes, as well as underground utilities to US 98A (Front Beach Road) Segment 4.3. FPID 426391-8, Local Funds. Hurricane Michael Recovery Plan Projects #104, 106 considering lighting, landscaping, medians, turn lanes, sidewalks, drainage, underground utilities and transit lanes.

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial and provides local and tourist-oriented access along the beach, and serves as an alternative to US 98. It has a Context Classification of C3C.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor.

TRANSIT
Bay Town Trolley services this corridor.

MAP ID
B-12 (Related: B-3)

PROJECT NAME
CR 28 (11th Street) – SR 77 (Martin Luther King Jr Blvd) to US 98 (Tyndall Parkway)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Portions of 11th Street have been identified in previous plans for widening and for multimodal improvements. During the development of the 2040 LRTP this corridor was identified as a corridor that should not be widened due to the impacts it would have on the surrounding communities. Therefore, a multimodal study was identified as needed to determine safety, bicycle, pedestrian and transit projects that could be developed to increase mobility along the corridor. This direction remains applicable for 2045. The Complete Streets corridor is consistent with the community and neighborhood plans: St. Andrews Neighborhood, Downtown North CRA, Downtown CRA, Glenwood, and Millville. This corridor links to the St. Andrews historic core and marina and an important local and tourist destination for the Panama City neighborhoods.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This corridor is Major Urban Collector and provides for east / west connectivity through Panama City. It does not have a designated Context Classification, but links to C4/C3C on the west, and C3C on the east.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important along this tourist-dominated corridor to link to the historic and tourist destinations in St. Andrews.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-13 (Related: B-16)

PROJECT NAME
SR 77 (MLK Jr. Blvd / N. Cove Blvd) from US 98 (E. 15th Street) to US 98B (E. Business Hwy 98)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. Create a Complete Streets / Corridor Management study to enhance multimodal transportation consistent with the Glenwood Neighborhood Plan. Previous capacity improvements altered the neighborhood character of this minority community. The Glenwood Neighborhood Plan seeks to restore a sense of community along this corridor.

REGIONAL CONNECTIVITY
While SR 77 is an Urban Principal Arterial for north / south connectivity leading to Lynn Haven and north of the TPO boundary to I-10, at this location, the facility is more focused on local access and neighborhood connection central to the Downtown North CRA, and Glenwood Neighborhood. It has a Context Classification of C4.

PARALLEL FACILITIES
Harrison Avenue

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Glenwood Neighborhood.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-14

PROJECT NAME
Harrison Avenue Complete Streets Corridor Study from US 98 (E. 15th Street) to Government Street

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project is identified in the City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners), and with the community and neighborhood plans for the Downtown CRA, Downtown CRA North, and Glenwood Neighborhood.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This is an Urban Principal Arterial with a C4 Context Classification. It provides north / south connectivity to US 231 from the Panama City Marina. It has a Context Classification of C3C.

PARALLEL FACILITIES
Jenks Avenue, SR 77

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Glenwood Neighborhood.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-15

PROJECT NAME
SR 392A (Hutchison Blvd.) [Middle Beach Road] from / to US 98A (Front Beach Road)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. 217986-2. Requested by City of Panama City Beach Complete Street Corridor Management, addition of Turn Lanes (locations not specified).

REGIONAL CONNECTIVITY
This is a Minor Urban Arterial with C3C Context Classification and provides local east / west access through Panama City Beach as an alternative to US 98. It has a Context Classification of C4.

PARALLEL FACILITIES
US 98

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Panama City Beach area.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-16 (Related: B-13)

PROJECT NAME
SR 77 (MLK Jr. Blvd) from 23rd Street (SR 368) to SR 390

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Hurricane Michael Recovery Plan Project #41 identifies capacity need. However, Bay County confirms capacity is not needed in this section of Lynn Haven for this LRTP. Changed from Capacity project to Corridor project Dec 15 2020. Complete Street Corridor Management, addition of Turn Lanes (locations not specified)

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. Create a Complete Streets / Corridor Management study to enhance multimodal transportation consistent with the Glenwood Neighborhood Plan. Previous capacity improvements altered the neighborhood character of this minority community. The Glenwood Neighborhood Plan seeks to restore a sense of community along this corridor. The study would be consistent with City of Lynn Haven.

REGIONAL CONNECTIVITY
While SR 77 is an Urban Principal Arterial for north / south connectivity leading to Lynn Haven and north of the TPO boundary to I-10, at this location, the facility is more focused on local access and neighborhood connection central to the Downtown North CRA, and Glenwood Neighborhood. The facility includes Context Classifications C3C and C4 (in Lynn Haven).

PARALLEL FACILITIES
East Avenue, SR 390.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are very important for local travel within the Glenwood Neighborhood.

TRANSIT
This corridor is a primary Bay Town Trolley transit route.

MAP ID
B-17

PROJECT NAME
CR 2327 (Transmitter Road) from SR 22 (Wewa Highway) to US 98 / SR 30A (E. 15th Street)

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. Adding at request of City of Springfield (Dec 28, 2020), changing from a Capacity widening project to a Corridor / Complete Streets project.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements.

REGIONAL CONNECTIVITY
This is a Major Urban Collector with Context Classification C3C and C3R. It provides linkage between US 98 to the north, and SR 22 to the south.

PARALLEL FACILITIES
Star Avenue.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are locally important for access to the Springfield Sports Complex and nearby system of schools: Rutherford High, Everitt Middel, and Springfield Elementary.

TRANSIT
Bay Town Trolley routes intersect with this corridor.

MAP ID
B-18

PROJECT NAME
SR 22 (Wewa Highway / East 3rd Street) [Phase 2] from Business 98 (US 98B) to Tyndall Parkway

PURPOSE
Create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project has been in the Needs and Cost Feasible Plans for many years. The Regional Freight Network Plan identifies 4-laning of Bus 98 as a need. This improvement would provide needed capacity for both freight and vehicular traffic. Business 98 is an east-west minor arterial. It provides important regional access with its connections to Downtown Panama City, US 98, and Tyndall Air Force Base.

IMPROVEMENT
The Complete Street / Corridor Study would determine the improvements. 425803-1 identified a capacity need. Bay TPO Resolution 20-10 to prioritize as Phase 1 (from Star Avenue to Tyndall Parkway), and Phase 2 (from Tyndall Parkway to Hwy 98B. Phase I is priority. City Commission of Callaway Resolution 20-08 Feb 25, 2020. Non SIS Priority #6. Changed by Bay TPO at Jan 27, 2021 meeting from Capacity project to Corridor Project to be consistent with City plan.

REGIONAL CONNECTIVITY
Wewa Highway is a Minor Urban Arterial with Context Classification of C3C, providing east / west linkage through Springfield to US 98.

PARALLEL FACILITIES
Cherry Street

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities are locally important for access through Springfield.

TRANSIT
Bay Town Trolley serves a portion of this corridor.

Intersection Projects

MAP ID
C-1 (Related: A-13)

PROJECT NAME
US 231 (SR 75) at US 98 (Harrison Avenue) [SIS]

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-7. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
C-2

PROJECT NAME
US 98 (Thomas Drive) Interchange Phase II and III [SIS] – US 98 to Thomas Drive (CR 3031)

PURPOSE
The need for this interchange was included in the previous Needs and Cost Feasible Plans. This project is also a SIS Priority. This project would greatly improve connectivity between Panama City and Panama City Beach and provide access for Naval Support Activity (NSA) Panama City. US 98 is also an evacuation route, so this improvement would assist with evacuating residents.

IMPROVEMENT
This intersection project provides major improvements at the US 98 (Thomas Drive) interchange, FPID 217995-1; 219995-2; and Hurricane Recovery Plan Project #29. Bay Non-SIS Priority 9. Also requested by Naval Support Activity (NSA) Panama City. The Phase 2 portion of the Thomas Drive flyover would enhance traffic flow near and around the installation. This enhancement would also assist with a permanent Northgate for the installation.

REGIONAL CONNECTIVITY
US 98 is an Urban Principal Arterial and the primary east / west facility. Thomas Drive is a Minor Urban Arterial and primary north / south connector in Panama City Beach and for military access to by Naval Support Activity (NSA) Panama City.

PARALLEL FACILITIES
Joan Avenue.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley serves this corridor.

MAP ID
C-3 (Related: A-15)

PROJECT NAME
CR 2321/SR 390 at CR 2321 and SR 390 (14th Street)

PURPOSE
At this location CR2321 and CR390 intersect US231 in close proximity to one another. Additionally, they intersect at odd angles. There are safety and capacity issues at this location. Bay County is working with the FDOT and adjacent property owners to develop and operational improvement that involves reconfiguration of these intersections as well as a service road between CR390 and CR2321. This capacity reconstruction project FPID 217910-3 primarily consists of widening US 231 from 4 to 6 lanes from just north of Pipeline Road to north of Penny Road, replacing the Bayou George southbound bridge and widening the Bayou George northbound bridge to accommodate six lanes of traffic, and introducing grade separations/interchanges at State Road 390/County Road 2321 and at Titus Road/Star Avenue.

IMPROVEMENT
This intersection project provides improvements and to the intersection as well as provides better service road connections. The US 231 project from Pipeline Road to Penny Road includes this interchange in FPID 217910-3.

REGIONAL CONNECTIVITY
This intersection provides key regional connectivity.

PARALLEL FACILITIES
SR 390, John Pitts Road, Titus Road, Star Road.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facility improvements for linkage to Merrit Brown Middle School.

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-4 (Related: A-13)

PROJECT NAME
US 231 (SR 75) at 19th Street and SR 77 Intersection [SIS]

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 / US 98 / Harrison Ave. This project is being developed under FPID 217910-4; and 217910-7. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1. A Turn Lane project is identified in 438138-1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
C-5 (Related: A-14)

PROJECT NAME
US 231 (SR 75) at CR 2327 (Transmitter Rd) Intersection [SIS]

PURPOSE
The need for 6-laning along this corridor was identified in the previous Needs Plan. The 2045 model indicates this segment is deficient, so this improvement would provide needed capacity for freight and vehicular capacity. US 231 is a major regional corridor that provides access to I-10 and US 98. US 231 is also a major north-south evacuation route, so improving traffic flow along this corridor would lower evacuation times. FDOT recently began a Project Development and Environment (PD&E) study on this segment. The intent of the study is to find solutions to improve capacity and facilitate freight movements on US 231 between US 98 and SR 20. The improvements should also increase safety, augment emergency evacuation capabilities, facilitate tourism and the movement of people and goods, and enhance bicycle/pedestrian safety and access. In addition to the US 231 corridor, the study area includes SR 389 (East Avenue) from Sherman Avenue to Baldwin Road and involves evaluation of need for reconstruction of the existing 2 lane undivided roadway to a 4 lane divided urban typical section with bike lanes and sidewalks on either side of the roadway.

IMPROVEMENT
This capacity project widens US 231 (SR75) from four to six-lanes, and includes major intersection improvements at US 231 and Transmitter Road and intersection. This project is being developed under FPID 217910-4; and 217910-7, US 231 (SR 75) [Segment 8] [SIS]. Partial funding is identified in the SIS First and Second Five Year Plans, and is the Bay TPO SIS Priority Project #1.

REGIONAL CONNECTIVITY
US 231 provides SIS connectivity into the Panama City metro area and is an important freight corridor to I-10.

PARALLEL FACILITIES
No parallel facilities exist.

BICYCLES AND PEDESTRIANS
The design project will incorporate bicycle and pedestrian facilities.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

MAP ID
C-6

PROJECT NAME
New Tram Road / Gulf Coast Parkway Intersection, US 98 (N. Tyndall Parkway) and CR 28 (E. 11th Street), Part of Gulf Coast Parkway (Segment 8) – US 98 (SR 30A) to CR 2315 (Star Avenue)

PURPOSE
The purpose and need of this study is to increase capacity of SR 22 (Wewa Highway) from US 98B to Star Avenue. Improvements to the corridor will assist in the movement of freight and goods, minimize travel times for the general public, and maintain Level of Service (LOS) standards through the Design Year (2040). This project is needed in order to increase roadway capacity for people and goods traveling on Wewa Highway through Bay County and the City of Callaway and the City of Springfield.

IMPROVEMENT
This capacity project would construct a new roadway widening from Star Avenue to US 98, providing for future four-lane capacity. This project is being developed under FPID 410981-8. TPO Committed Non-SIS Project Priority Fully Funded, not yet constructed. The Build scenario proposed to widen the roadway to a four-lane urban section, with curb and gutter, and a raised landscaped median. Bike lanes and sidewalks are also provided in each direction to accommodate the pedestrian users along the corridor. The four-lane section will include exclusive left-turn lanes located at major intersections and driveway connections, consistent with access class 5 (1/4 mile spacing for full opening and 1/8 mile spacing for directional openings) and a single-lane left-turn flyover from southbound Tyndall Parkway to eastbound Wewa Highway. Transportation System Management (TSM) Alternative strategies were considered and included in the analysis, but were not found to be prudent, viable solution. The analysis found that capacity improvements are needed for S.R. 22 in the future.

REGIONAL CONNECTIVITY
This segment will connect US 98 to Star Avenue replacing Tram Road, and link to the Gulf Coast Parkway network eventual build-out.

PARALLEL FACILITIES
SR 22 Wewa Highway is the parallel facility.

BICYCLES AND PEDESTRIANS
Bike lanes and sidewalks are also provided in each direction to accommodate the pedestrian users along the corridor.

TRANSIT
Bay Town Trolley does not serve this corridor.

MAP ID
C-7

PROJECT NAME
Northgate Ingress/Egress NSA Panama City [SIS] at Solomans Drive and Woodlawn Drive

PURPOSE
Requested by Naval Support Activity (NSA) Panama City. NSA Panama City currently has one main entrance to the installation which is on Thomas Drive. The installation also utilizes an exit only North Gate in the afternoons to ease congestion on Thomas Drive. Due to safety and security requirements, NSA PC is looking to open an additional Ingress/Egress gate on the Northern portion of the base. The logical location would be at Solomans Drive which aligned with Woodlawn Drive across 98. Although there is an existing traffic signal there, improvements will need to be made.

IMPROVEMENT
New intersection to provide northern access to NSA Panama City.

REGIONAL CONNECTIVITY
This improvement facilitates local traffic movement on and off NSA Panama City.

PARALLEL FACILITIES
None

BICYCLES AND PEDESTRIANS
To be determined in coordination with NSA Panama City.

TRANSIT
NSA Panama City is served by Bay Town Trolley from Thomas Drive.

MAP ID
C-8

PROJECT NAME
Roundabout – Beach Drive to 6th Street

PURPOSE
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities. Roundabouts are proposed for gateway locations on 6th Street. Roundabouts create a civic design feature, but also dramatically improve safety for pedestrians by slowing vehicular traffic, appropriate for the entry to the Downtown area.

IMPROVEMENT
Roundabout – Beach Drive to 6th Street. Conceptual design is envisioned in the City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners), page 99.

REGIONAL CONNECTIVITY
This project provides for local connectivity within the neighborhood.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley services the neighborhood, but not this specific location.

MAP ID
C-9

PROJECT NAME
Roundabout: Harrison Avenue and 6th Street

PURPOSE
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities. Roundabouts are proposed for gateway locations on 6th Street. Roundabouts create a civic design feature, but also dramatically improve safety for pedestrians by slowing vehicular traffic, appropriate for the entry to the Downtown area.

IMPROVEMENT
Roundabout – Beach Drive to 6th Street. Conceptual design is envisioned in the City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners), page 99.

REGIONAL CONNECTIVITY
This project provides for local connectivity within the neighborhood.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
City of Panama City Long Term Recovery Plan Project October 2019 (Dover, Kohl & Partners) identifies the need for roundabouts in several locations to calm traffic and provide for gateway neighborhood features, to provide plazas, and connect bicycle and pedestrian facilities.

TRANSIT
Bay Town Trolley services the neighborhood, but not this specific location.

MAP ID
C-10

PROJECT NAME
Roundabout: CR 3026 (Cherry Street) and CR 2323 (N. Berthe Ave)

PURPOSE
This roundabout requested by Bay County for City of Callaway to improve neighborhood conditions in Callaway.

IMPROVEMENT
Roundabout: CR 3026 (Cherry Street) and CR 2323 (N. Berthe Ave)

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-11

PROJECT NAME
Roundabout: CR 3026 (Cherry Street) and N. Hwy 22A (N. Bob Little Rd)

PURPOSE
This roundabout requested by Bay County to improve neighborhood conditions at the junction of Parker, Callaway, and Springfield.

IMPROVEMENT
Roundabout: CR 3026 (Cherry Street) and N. Hwy 22A (N. Bob Little Rd)

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-12

PROJECT NAME
Roundabout: CR 2322 (E. 7th Avenue) and CR 2327 (Transmitter Rd)

PURPOSE
This roundabout requested by Bay County to improve neighborhood conditions in Springfield.

IMPROVEMENT
Roundabout: CR 2322 (E. 7th Avenue) and CR 2327 (Transmitter Rd)

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-13

PROJECT NAME
Roundabout: US 98B (US Business 98) and Cedar Streets and Pitts Avenue

PURPOSE
This roundabout requested by City of Parker to improve neighborhood conditions in Parker.

IMPROVEMENT
Roundabout: US 98B (US Business 98) and Cedar Streets and Pitts Avenue

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-14

PROJECT NAME
Roundabout: US 98B (US Business 98) and Cheri Lane, Boat Race Road, and Luther Street

PURPOSE
This roundabout requested by City of Parker to improve neighborhood conditions in Parker.

IMPROVEMENT
Roundabout: US 98B (US Business 98) and Cheri Lane, Boat Race Road, and Luther Street

REGIONAL CONNECTIVITY
This facility would improve local connections.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian facilities would need to be included in design

TRANSIT
Bay Town Trolley does not serve this location.

MAP ID
C-15 (Related A-9).

PROJECT NAME
SR 388 at SR 77 Intersection

PURPOSE
The intent of this project is to widen and realign approximately six miles of S.R. 388 from east of Burnt Mill Creek to S.R. 77 from two to four lanes and will include a twelve-foot shared-use path along the south side. The intersection at S.R. 388 and S.R. 77 will be realigned to intersect at County Road 388.

IMPROVEMENT
Major intersection reconfiguration. This project is in coordination with 217910-2; 217910-4; 217910-7, SR 388 (West Bay Parkway) – Burnt Mill Creek to SR 77 (Ohio Avenue). This capacity project would widen SR 388 (West Bay Parkway) to four lanes, developed in association with FPID 424464-7; 424464-2; and Hurricane Recovery Project #26. FPID 424464-7 includes connection of SR 388 and SR 77.

REGIONAL CONNECTIVITY
SR 388 provides east / west connectivity on the northern end of the TPO area around West Bay and around the metro areas, linking SR 79, SR 77, and US 231 to the airport.

PARALLEL FACILITIES
There are no parallel facilities.

BICYCLES AND PEDESTRIANS
Bicycle and pedestrian mobility would be less important along this facility, except for distance cyclists.

TRANSIT
The corridor is not currently served by Bay Town Trolley.

Transit Projects

MAP ID
D-1

PROJECT NAME
Express Bus Service to Airport from Panama City

PURPOSE
Provides access from Panama City to the Airport. Possible routes include from SR 77 through Southport. This is consistent with the Bay Town Trolley Transit Development Plan in preparation.

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6 am – 8 pm
- Daily Hours: 7
- Service Days: 310
- Number of Buses: 1
- Number of Stops: 3
- Number of Stops with Amenities: 3
- Annual Service Hours: 2170

REGIONAL CONNECTIVITY
Provides access from Panama City to the Airport.

MAP ID
D-2

PROJECT NAME
Express Bus Service to Airport from Panama City Beach

PURPOSE
Provides access from Panama City Beach to the Airport. Possible route includes connecting US 98 to SR 79. This is consistent with the Bay Town Trolley Transit Development Plan in preparation

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6 am – 8 pm
- Daily Hours: 7
- Service Days: 310
- Number of Buses: 1
- Number of Stops: 5
- Number of Stops with Amenities: 5
- Annual Service Hours: 2170

REGIONAL CONNECTIVITY
Provides access from Panama City Beach to the Airport.

MAP ID
D-3

PROJECT NAME
Express Bus Service to Walton County from Panama City to South Walton County

PURPOSE
Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County. This is consistent with the Bay Town Trolley Transit Development Plan in preparation to Initiate a seasonal express route extending to Rosemary beach to align with the 2040 Mobility Plan Mobility Hubs (July 2020) South Walton.

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6AM - 9AM; 4PM to 6PM
- Daily Hours: 6
- Service Days: 310
- Number of Buses: 1
- Number of Stops: 5
- Number of Stops with Amenities: 5
- Annual Service Hours: 1860

REGIONAL CONNECTIVITY
Provides access from Panama City to South Walton County.

MAP ID
D-4

PROJECT NAME
New Main Transfer Center, US Hwy 231 @ SR 77 (vicinity)

PURPOSE
The US 231 capacity project and improvements at SR 77 will eliminate the existing transfer center in the former Sears parking lot. A new transfer center location is needed.

MAP ID
D-5

PROJECT NAME
Express Bus Service between NSA and Tyndall Air Force Base

PURPOSE
Provide transit linkage between the two military facilities. Could also link to potentially expanded transit service to Tyndall identified in the Transit Development Plan in preparation.

IMPROVEMENT
Peak Hour Bus Service: Operate express bus service. Planning assumptions include:

- Span of Service: 6AM - 9AM; 4PM to 6PM
- Daily Hours: 6
- Service Days: 255
- Number of Buses: 2
- Number of Stops: 10
- Number of Stops with Amenities: 3
- Annual Service Hours: 3060

REGIONAL CONNECTIVITY
Provides transit linkage between the two military facilities.

MAP ID
D-6

PROJECT NAME
Inlet Beach Route, Front Beach Road and US 98 to CR 30A and US 98 (pedestrian underpass)

PURPOSE
Provide transit connectivity between Bay and Walton Counties.

IMPROVEMENT
Inlet Beach Route from Front Beach & US 98 to Inlet Beach Peak Hour Bus Service: Planning assumptions include:

- Span of Service: 6 AM – 8 PM
- Daily Hours: 14
- Service Days: 310
- Number of Buses: 2
- Number of Stops: 10
- Number of Stops with Amenities: 2
- Annual Service Hours: 8680

REGIONAL CONNECTIVITY
Provides for connectivity between Bay and Walton Counties.

MAP ID
D-7

PROJECT NAME
Beach Transfer and Maintenance Center, Thomas Drive @ Front Beach Road

PURPOSE
Requested by Bay Town Trolley to expand access at Panama City Beach.

IMPROVEMENT
Beach Transfer and Maintenance Center, Thomas Drive @ Front Beach Road

MAP ID
D-8

PROJECT NAME
US 98A Front Beach Road Trolley (Dedicated Lane), DeLuna Place to SR 392 (Thomas Drive)

PURPOSE
Requested by City of Panama City Beach - PCB Strategic Plan FY 21-26

IMPROVEMENT
This project was identified in the previous Needs Plan. It is a Panama City Beach Community Redevelopment Agency (CRA) Project, which includes reconstruction of the existing rural 2- lane roadway to provide a 2- lane urban roadway and a dedicated transit lane in each direction as well as sidewalks, bicycle lanes, land- and street-scaping, ITS fiber optic communication to enhance transit and signal operations, and a drainage system that catches & treats all stormwater runoff along the corridor. The Front Beach Road Improvement Project will result in development of a vibrant multi-modal transportation corridor, which will serve the beach front tourism and commerce corridor and will be an important link in the transit connection to the new Northwest Florida Beaches International Airport. It will promote long-term economic growth in a manner that is sustainable for generations to come. The project is designed to enhance economic competitiveness by making more efficient use of multiple modes of transportation leading to reduced fuel consumption, reduced automotive pollutants and greater personal health through walking and biking.

MAP ID
D-9

PROJECT NAME
Water Transit, Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven

PURPOSE
Identified in Hurricane Recovery Plan, Project #254.

IMPROVEMENT
This transit project would create a corridor study in order to see the feasibility of implementing water transit service from Lagoon Marinas to parts of the TPO area. The project is envisioned as a public-private partnership.

Bicycle / Pedestrian Projects

MAP ID
E-1

PROJECT NAME
Harvard Boulevard Sidewalks – CR 390 to Issac Byrd Park

PURPOSE
Provide sidewalk connectivity in City of Lynn Haven. FY22-26 Bay County TPO Bicycle and Pedestrian Project Priority 1

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks along Harvard Boulevard.

MAP ID
E-2

PROJECT NAME
CR 3026 (Cherry Street) Sidewalks – SR 30A/US 98/Tyndall Parkway to SR 30/Business 98

PURPOSE
FY22-26 Bay County TPO Bicycle and Pedestrian Project Priority 2. Construct sidewalks along both sides of the roadway. The sidewalk will be FDOT typical and ADA compliant. Fully Funded.

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks along CR 3026 (Cherry Street).

MAP ID
E-3

PROJECT NAME
CR 22/2337 (Sherman Avenue) Sidewalks – CR 28/11th Street to SR 30A/US 98/15th Street

PURPOSE
FY22-26 Bay County TPO Bicycle and Pedestrian Project Priority 3. Construct sidewalk on the east side of Sherman Avenue. The sidewalk will be FDOT typical and ADA compliant

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks along CR 22/2337 (Sherman Avenue).

MAP ID
E-4

PROJECT NAME
15th Street Sidewalks/Multi-Use Path (Mexico Beach) – SR 30/US 98 to CR 386

PURPOSE
Bay County TPO Bicycle and Pedestrian Project FY22-26 Priority 4

IMPROVEMENT
This bicycle/pedestrian project would implement sidewalks and/or a multi-use path along 15th Street.

MAP ID
E-5

PROJECT NAME
CR 2315 (Star Avenue) – SR 75/US 231 to SR 22/Wewa Highway

PURPOSE
Bay County TPO Bicycle and Pedestrian Project FY22-26 Priority 5

IMPROVEMENT
This bicycle/pedestrian project would implement bicycle lanes along CR 2315 (Star Avenue).

MAP ID
E-6

PROJECT NAME
Elevated Pedestrian Structure on Back Beach Road [SIS] – US 98 (Back Beach Rd) at Nautilus Street to US 98 (Back Beach Rd) at Nautilus Street

PURPOSE
Project #18 Hurricane Michael Recovery Plan

IMPROVEMENT
Create a Complete Streets / Corridor Study to implement a pedestrian overcrossing.

MAP ID
E-7

PROJECT NAME
Elevated Pedestrian Structure on Back Beach Road [SIS] – US 98 (Back Beach Rd) at Powell Adams to US 98 (Back Beach Rd) at Powell Adams

PURPOSE
Project #18 Hurricane Michael Recovery Plan

IMPROVEMENT
Create a Complete Streets / Corridor Study to implement a pedestrian overcrossing.

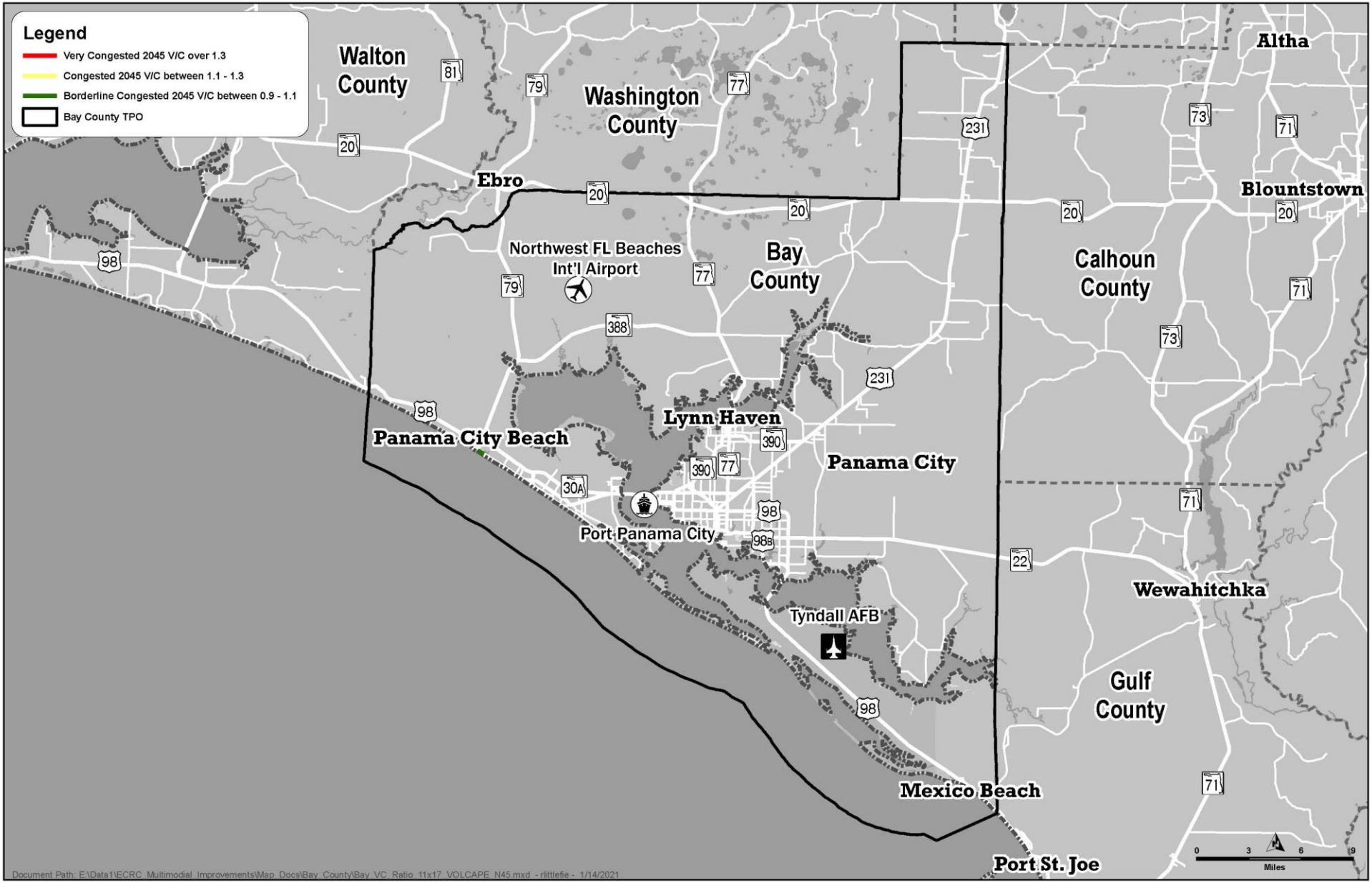
MAP ID
E-8

PROJECT NAME
Elevated Pedestrian Structure on Back Beach Road [SIS] – US 98 (Back Beach Rd) at N. Pier Park Dr. to US 98 (Back Beach Rd) at N. Pier Park Dr.

PURPOSE
Project #18 Hurricane Michael Recovery Plan

IMPROVEMENT
Create a Complete Streets / Corridor Study to implement a pedestrian overcrossing.

APPENDIX I – 2045 NEEDS PLAN DEFICIENCY MAP


Legend
Very Congested 2045 V/C over 1.3
Congested 2045 V/C between 1.1 - 1.3
Borderline Congested 2045 V/C between 0.9 - 1.1
Bay County TPO
Walton County
Washington County
Altha
Ebro
Blountstown
Northwest FL Beaches Int'l Airport
Bay County
Calhoun County
Lynn Haven
Panama City Beach
Panama City
Port Panama City
Tyndall AFB
Wewahitchka
Gulf County
Mexico Beach
Port St. Joe
0 3 6 9
Miles
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APPENDIX J – RESOLUTION BAY 21-02 NEEDS PLAN

RESOLUTION BAY 21-02

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 BAY LONG RANGE TRANSPORTATION PLAN NEEDS PLAN

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County Metropolitan Planning Area; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan 2045 Update was developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2045 Update Scope of Services on July 24, 2019; and

WHEREAS, a task in the Long Range Transportation Plan 2045 Update Scope of Services is development of a Needs Plan; and

WHEREAS, the Long Range Transportation Plan 2045 Needs Plan was presented and reviewed by a steering committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry, and

WHEREAS; the Long Range Transportation Plan 2045 Needs Plan virtual public outreach was conducted from November 2-13, 2020; and

WHEREAS; the Long Range Transportation Plan 2045 Needs Plan contains multi-modal projects;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The Bay County TPO approves the Needs Plan for its 2045 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of January 2021.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chairperson

ATTEST: