Evaluation Criteria Report

BAY COUNTY
2050 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

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Bay County
Transportation Planning Organization

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INTRODUCTION

The Bay County 2050 Long Range Plan Update began when the Bay County Transportation Planning Organization (TPO) approved the Scope of Services on April 24, 2024. The 2050 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

An important element in the development of the Bay County 2050 Long Range Transportation Plan (LRTP) is the adoption of the Evaluation Criteria. The Evaluation Criteria is derived from the adopted Goals and Objectives and is used to rank projects in the 2050 Needs Plan for consideration in development of the 2050 Cost Feasible Plan. This Technical Report describes the development of the Evaluation Criteria and is organized into 5 sections:

- Initial Evaluation Criteria from the 2045 LRTP Update
- Steering Committee Meetings
- Committee Meetings
- Adopted Evaluation Criteria
- Appendices

The purpose of the Evaluation Criteria is to rank the 2050 Long Range Transportation Plan Needs Plan Projects for consideration in development of the 2050 Long Range Transportation Cost Feasible Plan and Project Priority Rankings. For the rankings of the 2050 Long Range Transportation Plan Needs Plan based on the adopted Evaluation Criteria, see Appendix A of this report.

INITIAL EVALUATION CRITERIA -- 2045 LRTP

(Based on previous Long Range Transportation Plan Criteria)

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit <----> Higher Benefit)		
Transportation Safety - 20% [Goal 1; Objectives 1.1, 1.3, 1.4, and 6.5]			
Complete Systems (Project assists in providing a completed transportation system) *Does the project provide an opportunity to continue completion of the transportation system for all users?*	0 No		1 Yes
School Activity (Project within two miles of a public school, private school, or College) *Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)?*	0 No		1 Yes
Safety Improvement Strategies (Crash Rates based on Signal Four Analytics) *Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years*	0 Lowest	0.5 Mid-Range	1 Highest
Identified by Community Traffic Safety Team (Project on the Bay County Community Traffic Safety Team List of Projects) *Has the project been identified as a Community Traffic Safety Team Project?*	0 No	0.5 < 1 Year	1 1 Year or >
Multimodal Choices and Connections - 15% [Goal 2; Objectives 2.1, 2.2, and 3.6]			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan) *To what extent will the project enhance pedestrian and related connections or opportunities?*	0 >1/2 mile	0.5 within 1/2 mile	1 Same facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan) *To what extent will the project enhance bicycle and related connections or opportunities?*	0 >1 miles	0.5 within 1 mile	1 Same facility
Public Transportation (Project is located on a Bay Towne Trolley Route or a FDOT Park and Ride Lot) *To what extent will the project enhance public transportation and related connections or opportunities (e.g., park&ride, bus shelters)?*	0 >1/2 mile	0.5 within 1/2 mile	1 Same facility
System Efficiency and Preservation - 10% [Goal 3; Objectives 3.1, 3.2, 3.3, 3.4, and 3.5]			
AADT (2015 FDOT or 2015 Local Government Traffic Counts) *What is the estimated daily traffic volume at the project location?*	0 0 to <10,000	0.5 10,000 to 20,000	1 >20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System) *Is the project located on the National Highway System or FIHS?*	0 No		1 Yes
Existing Deficiency (Regional Transportation Model and TPO's LOS Tables for 2015 or other LOS Analysis) *Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
System Sustainability and Livability - 10% [Goals 4 and 5; Objectives 4.1, 4.3, 4.6, 4.7, 4.8, 5.1, 5.2, 5.5, and 5.7]			
Environmental and Social (PD&E Study and/or FDOT Consultant ETDM Review) *To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?*	0 Substantial	0.5 Moderate	1 Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails) *To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?*	0 >2miles		1 0 to 2 miles
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan) *Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?*	0 No		1 Yes
Economic Vitality - 15% [Goal 6; Objectives 6.1, 6.4, 6.5, and 6.6]			
Economic Reach (Positive Employment Growth from 2020 to 2045 Traffic Analysis Zones along Corridor) *To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?*	0 No	0.5 >0 to 2%	1 >2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET)) *Does the project improve military base access directly or indirectly (e.g., along a connecting route)?*	0 No		1 Yes
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network) *To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?*	0 No		1 Yes
Tourism (Project provides for tourism, recreation, or ecotourism enhancement) *To what extent does the project promote tourism, recreation, or ecotourism?*	0 No		1 Yes
Transportation Security - 10% [Goal 7; Objectives 7.1, 7.2, 7.3, and 7.5]			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy) *Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?*	0 No		1 Yes
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center) *Will the project help to address a previously-identified security issue or concern?*	0 None		1 Yes
Service Disruption (Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above) *Does the proposed project provide alternative routes for natural disaster evacuation?*	0 No		1 Yes
Congestion Management - 20% [Goal 8; Objective 8.1]			
Correct Deficiency (Project is deficient in the Existing Plus Committed Network) *Will the project appropriately address congestion as identified by studies or other observations?*	0 <1.0	0.5 1.0 to 1.3	1 >1.3
Congestion Management Strategies (Volume to Capacity Ratio from the 2045 Needs Plan Network) *To what extent will the project incorporate congestion management strategies?*	0 <1.3	0.5 1.0 to 1.3	1 <1.0
Facility Level of Service (LOS) (2018 FDOT LOS Tables) *What is the LOS of the proposed project area?*	0 A-B	0.5 C	1 D-F

	# of Criteria	Weight	Max Points
Multimodal Transportation Safety	4	20	80
Multimodal Choices and Connections	3	15	45
System Efficiency and Preservation	3	10	30
System Sustainability and Livability	3	10	30
Economic Vitality	4	15	60
Multimodal Transportation Security	3	10	30
Congestion Management	3	20	60
Maximum points one project can have			**335**

Bay County TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.

STEERING COMMITTEE MEETINGS

A Steering Committee, which consists of members of the Technical Coordinating and Citizens' Advisory Committees, is the committee that will be overseeing the Long Range Transportation Plan process. For the Evaluation Criteria task, the Steering Committee met two times. The two meetings were advertised in the Florida Administrative Register to comply with the Sunshine Law. The dates of the 2050 Long Range Transportation Plan Meetings and locations are listed below.

- April 14, 2025 at Bayway Conference Room
- June 17, 2025 at Bayway Conference Room.

April 14, 2025 Steering Committee Meeting

At the April 14, 2025 Steering Committee Meeting, Allison Fluitt, Kimley-Horn, reviewed the proposed evaluation criteria for the plan along with the associated percentage weight of each before discussing the proposed scoring system for the plan in detail.

June 17, 2025 Steering Committee Meeting

The final Steering Committee Meeting on the Evaluation Criteria was held on June 17, 2025. Brian Graham, Kimley-Horn, reviewed the proposed evaluation criteria for the plan along with the associated percentage weight of each before discussing the proposed scoring system for the plan. These Evaluation Criteria will be used to rank the Needs Plan Projects and will serve as one of the Non-SIS Cost Feasible Plan Scenarios. It was noted that two changes were made from the previous plan's evaluation criteria. These were made to the crash severity criteria within the Transportation Safety Group and the correct deficiency criteria within the Congestion Management Group. The changes for the 2050 LRTP Evaluation Criteria compared to the 2045 LRTP Evaluation Criteria will be identified in the August TPO, TCC, and CAC Agenda Enclosure. The Steering Committee concurred to include this item for action at the August TPO, TCC, and CAC meetings.

Comparison of changes from the 2045 LRTP to the 2050 LRTP

2045				2050				
Category	***Sub Category***	***Percent***	***Max Points***	***Category***	***Sub Category***	***Percent***	***Max Points***	
Transportation Safety	Complete Streets	20%	20	**Transportation Safety**	Complete Streets	20%	5	All scoring changed to allow a maximum total points of 100
	School Activity		20		School Activity		5	
	Safety Improvement Strategies (Crash Rates)		20		Safety Improvement Strategies (Crash Rates)		5	
	Identified by Community Traffic Safety Team		20		Crash Severity		5	Changed from Identified by Community Traffic Safety Team to Crash Severity. New Sub Category considers whether the project makes safety improvements to an area with severe injuries or fatal crashes
Multimodal Choices and Connections	Pedestrians	15%	15	**Multimodal Choices and Connections**	Pedestrians	15%	5	
	Bicycle		15		Bicycle		5	
	Public Transportation		15		Public Transportation		5	
System Efficiency and Preservation	AADT	10%	10	**System Efficiency and Preservation**	AADT	10%	3.33	
	Route Significance		10		Route Significance		3.33	
	Existing Deficiency		10		Existing Deficiency		3.33	
System Sustainability and Livability	Environmental and Social	10%	10	**System Sustainability and Livability**	Environmental and Social	10%	3.33	
	Recreational Opportunity		10		Recreational Opportunity		3.33	
	Local Planning		10		Local Planning		3.33	
Economic Vitality	Economic Reach	15%	15	**Economic Vitality**	Economic Reach	15%	3.75	
	Base Access		15		Base Access		3.75	
	Intermodal Goods Movement		15		Intermodal Goods Movement		3.75	
	Tourism Enhancement		15		Tourism Enhancement		3.75	
Transportation Security	Emergency Response	10%	10	**Transportation Security**	Emergency Response	10%	3.33	
	Identified Security Issues		10		Identified Security Issues		3.33	
	Service Disruption		10		Service Disruption		3.33	
Congestion Management	Correct Deficiency	20%	20	**Congestion Management**	Correct Deficiency	20%	6.67	Modified to consider whether the project has been identified as deficient in any other study or plan rather than only in the Existing Plus Committed Network
	Congestion Management Strategies (Updated to Reference 2045)		20		Congestion Management Strategies		6.67	Modified to use Future LOS as an indication of improvement rather than V/C due to limited reliable V/C data
	Facility Level of Service (LOS)		20		Facility Level of Service (LOS)		6.67	
Total		100%	300	***Total***		100%	100	Modified to add up to 100

COMMITTEE MEETINGS

The Evaluation Criteria was presented to the TPO and Advisory Committees at their August 27, 2025 Meetings.

August 27, 2025 Technical Coordinating Committee Meeting

The Technical Coordinating Committee recommended approval of the Evaluation Criteria as presented.

August 27, 2025 Citizens' Advisory Committee Meeting

The Citizens' Advisory Committee recommended approval of the Evaluation Criteria as presented.

August 27, 2025 Transportation Planning Organization Meeting

The Transportation Planning Organization approved the Evaluation Criteria as presented.

2050 ADOPTED EVALUATION CRITERIA

Category and Criteria	Criteria Rating Scale		
Transportation Safety - 20% [Goal 1: A multimodal transportation system that is safe]			
Complete Systems (Project assists in providing a completed transportation system)	0		5
Does the project provide an opportunity to continue completion of the transportation system for all users?	No		Yes
School Activity (Project within two miles of a public school, private school, or College)	0		5
Will the project help to improve a school zone or school-related activities (e.g., school crossings, school routes, buses, etc.)?	No		Yes
Safety Improvement Strategies (Crash Rates based on Signal Four Analytics)	0	2.5	5
Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years	Lowest	Mid-Range	Highest
Crash Severity (Project makes improvements to an area with a high crash severity)	0	2.5	5
Does the project make safety improvements to an area with severe injury or fatal crashes?	No Injury	Some Injury	Fatal/Severe Injury
Category and Criteria	**Criteria Rating Scale**		
Multimodal Choices and Connections - 15% [Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods]			
Pedestrian (Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan)	0	2.5	5
To what extent will the project enhance pedestrian and related connections or opportunities?	> 1/2 mile	< 1/2 mile	Same Facility
Bicycle (Project included as a bicycle project in the TPO's Bicycle/Pedestrian Plan)	0	2.5	5
To what extent will the project enhance bicycle and related connections or opportunities?	> 1/2 mile	< 1/2 mile	Same Facility
Public Transportation (Project is located on a BayWay Route or a FDOT Park and Ride Lot)	0	2.5	5
To what extent will the project enhance public transportation and related connections or opportunities (e.g., park & ride, bus shelters)?	> 1/2 mile	< 1/2 mile	Same Facility

Category and Criteria	Criteria Rating Scale		
System Efficiency and Preservation - 10% [Goal 3: A multi-modal transportation system that is operated and maintained efficiently]			
AADT (2024 AADT from Florida Traffic Online Database)	0	1.67	3.33
What is the estimated daily traffic volume at the project location?	< 10,000	10,000 to 20,000	> 20,000
Route Significance (Project is on the Strategic Intermodal System or National Highway System)	0		3.33
Is the project located on the National Highway System or SIS?	No		Yes
Existing Deficiency (Regional Transportation Model and FDOT's LOS Tables or other LOS Analysis	0	1.67	3.33
Will the project address one or more deficiencies (e.g., failing LOS, ADA, signal delay, resurfacing, etc.)?	> 1.3	1.0 to 1.3	< 1.0
Category and Criteria	**Criteria Rating Scale**		
System Sustainability and Livability - 10% [Goals 4 & 5: A multi-modal transportation system that protects, preserves, and enhances a high quality of life & A multi-modal transportation system that includes consistent, continuing cooperative and comprehensive planning processes]			
Environmental and Social (PD&E Study and/or FDOT Consultant ETDM Review)	0	1.67	3.33
To what extent will the project have social or environmental impacts as evaluated through an FDOT PD&E or equivalent study?	Substantial	Moderate	Low
Recreational Opportunity (Project is linked to water, campgrounds, parks, and trails)	0		3.33
To what extent might the project add, enhance, or otherwise benefit recreational opportunities for residents or visitors?	> 2 miles		0 to 2 miles
Local Planning (Project is located in a Local Government Comprehensive Plan or Master Plan)	0		3.33
Is the project identified or supported by an existing municipal comprehensive plan or other locally-adopted plan or study?	No		Yes

Category and Criteria	Criteria Rating Scale		
Economic Vitality - 15% [Goal 6: A multi-modal transportation system that supports economic vitality]			
Economic Reach (Positive Employment Growth from 2025 to 2050 Traffic Analysis Zones along Corridor)	0	1.875	3.75
To what extent will the project support planned development or provide economic benefits (e.g. job growth/retention)?	No	0 to 2%	> 2%
Base Access (Project on the SIS for Military Access or the Strategic Highway Network (STRAHNET))	0		3.75
Does the project improve military base access directly or indirectly (e.g., along a connecting route)?	No		Yes
Intermodal Goods Movement (Project on the Strategic Intermodal System (SIS) or TPO 's Regional Freight Plan Network)	0		3.75
To what extent will the project enhance, expand, or benefit intermodal facilities or opportunities for goods movement?	No		Yes
Tourism (Project provides for tourism, recreation, or ecotourism enhancement)	0		3.75
To what extent does the project promote tourism, recreation, or ecotourism?	No		Yes

Category and Criteria	Criteria Rating Scale		
Transportation Security - 10% [Goal 7: A multi-modal transportation system that provides for the security of residents, visitors, and commerce]			
Emergency Response (Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy)	0		3.33
Will the project directly enhance emergency response or improve emergency access for police, fire, ambulance, major utility center, etc?	No		Yes
Identified Security Issues (Project is within 2 miles of military installation, airport, port, and local government center)	0		3.33
Will the project help to address a previously-identified security issue or concern?	None		Yes
Service Disruption (Project is within 5 miles of a hurricane evacuation route)	0		3.33
Does the proposed project provide alternative routes for natural disaster evacuation?	No		Yes

Category and Criteria	Criteria Rating Scale		
Congestion Management - 20% [Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities]			
Correct Deficiency (Project has been identified as deficient in another study or plan)	0		6.67
Will the project appropriately address congestion as identified by studies or other observations?	No		Yes
Congestion Management Strategies (Future LOS)	0	3.33	6.67
To what extent will the project incorporate congestion management strategies to address future congestion?	A-B	C	D-F
Facility Level of Service (LOS) (FDOT LOS Tables)	0	3.33	6.67
What is the LOS of the proposed project area?	A-B	C	D-F

APPENDIX A – EVALUATION CRITERIA RANKINGS

LRTP ID	Roadway	Description	From	To	Transportation Safety								Multimodal Choices and Connections						System Efficiency and Preservation						System Sustainability and Livability						Economic Vitality								Transportation Security						Congestion Management						Total Score	Rank
					Complete Systems		School Activity		Safety Improvement Strategies		Crash Severity		Pedestrian		Bicycle		Public Transportation		AADT		Route Significance		Existing Deficiency		Environmental and Social		Recreational Opportunity		Local Planning		Economic Reach		Base Access		Intermodal Goods Movement		Tourism		Emergency Response		Identified Security Issues		Service Disruption		Correct Deficiency		Future Level of Service (LOS)		Facility Level of Service (LOS)			
					Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score		
B-16	US 98 and Thomas Drive Interchange (Phase II and III)	Interchange improvement	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	10,000 to 20,000	1.67	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	91.3	1
D-26	Panama City Beach Parkway	Corridor Improvement	SR 79	Hathaway Bridge	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	91.2	2
D-06	US 98 / 15th Street	Corridor Improvement	23rd Street	CR 2327 / Transmitter Rd	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	88.7	3
E-05	Express Bus Service between NSA and Tyndall Air Force Base	Express Bus Service to Tyndall Air Force Base	Naval Support Activity (NSA) Panama City	Tyndall Air Force Base	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	0 to 2%	1.875	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	88.1	4
C-73	US 98 and Fortune Ave	Crosswalk Project	--	--	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	87.9	5
C-30	Panama City Spine Trail - RR Corridor to US 231	12ft paved non-motorized trail	SE of Jenks & W 14th at the Bay Line RR	US 231 and SR 389 / East Ave	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	C	3.33	D-F	6.67	86.7	6
C-60	Nautilus St, US 98, & Clara Ave	12ft wide paved non-motorized multipurpose trail	Colony Club Rd	Clara Ave	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	86.7	6
E-03	Express Bus Service to Walton County	Peak Hour Bus Service: Operate express bus service from Panama City to South Walton County	Panama City	South Walton County	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	C	3.33	D-F	6.67	86.7	8
A-46	US 98 / Panama City Beach Pkwy	Widen to 6 Lanes	Richard Jackson Blvd	Hathaway Bridge	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	85.4	9
D-24	US 98	Corridor Improvement	End of Hathaway Bridge	Brown Ave	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	85.4	9
A-01	SR 368 / 23rd Street	Widen to 6 lanes	US 98 / 23rd Street Interchange Flyover	SR 390 / St Andrews Boulevard	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	Yes	6.67	C	3.33	D-F	6.67	85.4	11
C-09	Pedestrian Structure on US 98 / Back Beach Rd and Powell Adams Rd	Pedestrian Overpass or Underpass	--	--	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	85.0	12
B-19	US 231 / SR 75 and CR 2327 / Transmitter Rd	Intersection improvement	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.6	13
B-26	US 231 / SR 75 and SR 389 / East Ave	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.6	13
C-32	Beach Drive Trail	5-12ft paved non-motorized path	Frankford Ave	W 6th St	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.6	13
A-13	US 231 / SR 75 [Segment B]	Widen to 6 Lanes	SR 368 / 23rd St	Pipeline Road	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.2	16
B-27	US 98 / 15th St and Lisenby Ave	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.2	16
B-29	US 98 and Michigan Ave	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.2	16
C-08	Pedestrian Structure on US 98 / Back Beach Rd and Nautilus Street	Pedestrian Overpass or Underpass	--	--	Yes	5	Yes	5	Lowest	0	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	84.2	16
B-01	State Avenue and W 23rd Street	Add right turn lane to State Avenue NB	--	--	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	83.3	20
C-16	Panama City Sun Trail Program [Phase 1]	Multi-Use Path	East end of Hathaway Bridge	Bay Line Railroad and Michigan Ave	Yes	5	Yes	5	Lowest	0	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	83.3	20
D-22	US 98	Corridor Improvement	Back Beach Rd	End of Hathaway Bridge	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	82.9	22
A-02	SR 390 / E. 14th Street	Widen to 6 Lanes	SR 77 / Ohio Avenue	US 231 / SR 75	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	C	3.33	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	82.1	23
B-21	6th Street and Harrison Ave	Construct roundabout	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	< 10,000	0	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	81.7	24
D-05	SR 368 / 23rd Street	Corridor Improvement	SR 390	US 231 / SR 75	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	80.8	25
A-03	SR 389 / East Avenue	Widen to 4 Lanes	Baldwin Road	CR 2327 / Sherman Avenue	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	10,000 to 20,000	1.67	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	C	3.33	D-F	6.67	80.4	26
A-11	CR 2327 / Transmitter Road	Widen to 4 Lanes	C Street	US 98 / 15th St	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	Yes	6.67	C	3.33	D-F	6.67	80.4	26
B-07	Allison Ave and US 98 / Panama City Beach Parkway	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	80.4	26
D-23	US 98 / Tyndall Parkway	Corridor Improvement	Transmitter Rd	US 98 Business	Yes	5	Yes	5	Lowest	0	Some injury	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	80.4	26
C-10	Pedestrian Structure on US 98 / Back Beach Rd at Frank Brown Park	Pedestrian Overpass or Underpass	--	--	Yes	5	No	0	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	80.0	30
B-30	US 98 / 15th St and Jenks Ave	Safety Improvements	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	79.2	31
D-19	SR 77 / MLK Jr. Blvd	Corridor Improvement	SR 368 / 23rd St	SR 390	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	79.1	32
B-33	Tram Road and US 98 / Tyndall Pkwy	Intersection Realignment	--	--	Yes	5	Yes	5	Lowest	0	Some injury	2.5	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	78.7	33

LRTP ID	Roadway	Description	From	To	Transportation Safety								Multimodal Choices and Connections						System Efficiency and Preservation						System Sustainability and Livability						Economic Vitality								Transportation Security						Congestion Management						Total Score	Rank
					Complete Systems		School Activity		Safety Improvement Strategies		Crash Severity		Pedestrian		Bicycle		Public Transportation		AADT		Route Significance		Existing Deficiency		Environmental and Social		Recreational Opportunity		Local Planning		Economic Reach		Base Access		Intermodal Goods Movement		Tourism		Emergency Response		Identified Security Issues		Service Disruption		Correct Deficiency		Future Level of Service (LOS)		Facility Level of Service (LOS)			
					Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score		
A-12	US 231 / SR 75 [Segment 7]	Widen to 6 Lanes	US 98 / 15th St	SR 368 / 23rd St	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	10,000 to 20,000	1.67	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	78.7	34
B-20	6th Street and Beach Drive	Construct roundabout	--	--	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	78.3	35
B-13	SR-22 / 3rd St and US 98 / Tyndall Pkwy	Safety Improvements	--	--	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	77.9	36
B-05	US 231 / SR 75 and Pipeline Road	Realign N/S approaches, Signalize intersection, and NB/SB left turn lanes on Pipeline Road.	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	> 20,000	3.33	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	77.1	37
C-74	Chestnut Ave and 9th Street	Crosswalk Project	--	--	Yes	5	Yes	5	Mid-Range	2.5	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	76.3	38
C-39	SR 390 West Trail	12ft wide paved multi purpose trail	SR 77	SR 231	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	75.8	39
B-18	US 231 / SR 75 and 19th Street	Interchange improvement	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	10,000 to 20,000	1.67	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	75.4	40
A-38	Philip Griffitts Sr Parkway [Phase 4]	Construct new 4-lane elevated segment of US 98	Nautilus St	US 98 at Clara Avenue	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	A-B	0	D-F	6.67	74.6	41
A-14	US 231 / SR 75	Widen to 6 Lanes	Pipeline Road	Penny Road	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	74.6	42
B-15	US 231 / SR 75 and US 98 / Harrison Avenue	Interchange improvement	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	74.6	43
A-08	SR 388 / West Bay Parkway	Widen to 4 Lanes	Burnt Mill Creek	SR 77 / Ohio Avenue	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	74.4	44
B-10	W 17th St / Bayview Ave	Safety Improvements	--	--	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	74.2	45
E-04	New Main Transfer Center	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 @ SR 77 (vicinity)	US Hwy 231 and SR 77 (vicinity)	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	74.1	46
C-23	CR 388	12ft wide non-motorized trail	Existing Multi-Use Path E of West Bay Pkwy	SR 77	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	72.7	47
A-09	SR 389 / East Avenue	2 Lane Enhanced Capacity Improvement	Sherman Ave	US 98B / 5th St	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	72.1	48
B-36	Lisenby Avenue and SR 390	Add a NB and SB right turn lane	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	Yes	6.67	C	3.33	D-F	6.67	71.2	49
A-07	SR 22 / Wewa Highway [Phase 1]	Widen to 4 Lanes	US 98 / Tyndall Parkway	Star Avenue	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	10,000 to 20,000	1.67	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	A-B	0	D-F	6.67	70.8	50
C-64	US 98 Tyndall AFB Multi-Use Path	12ft wide paved non-motorized multipurpose trail	Boat Race Rd	S end of Dupont Bridge	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	70.8	51
B-03	SR 77 and Baldwin Road	Add an EB right turn lane	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	D-F	6.67	C	3.33	70.0	52
D-17	SR 77 / MLK Jr. Blvd	Corridor Improvement	US 98 / 15th Street	US 98B	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	70.0	53
B-35	Frankford Ave and 23rd Street	Add a NB and SB right turn lane	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	69.2	54
D-08	US 98B	Corridor Improvement	US 98 / 15th Street	US 98 / SR 30	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	69.2	54
B-08	SR 368 / 23rd St and US 231 / SR 75	Safety Improvements	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	68.7	56
B-14	US 98 / 15TH ST and SR 77 / MLK Jr Blvd	Safety Improvements	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	68.7	56
C-19	Panama City Sun Trail Program [Phase 6]	Multi-Use Path	MLK Blvd and E 11th St	800 ft before the intersection of US 231 & Ormond Ave	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	68.3	58
C-61	US 231	12ft wide paved non-motorized multipurpose trail	SR 390	Bay County Line	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	A-B	0	68.3	59
A-39	SR 388	Widen to 4 Lanes	West Bay Pkwy	Burnt Mill Creek Rd	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	Yes	6.67	A-B	0	D-F	6.67	67.7	60
C-55	CR 388	Multi-Use Path	SR 79	West Bay Parkway	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	A-B	0	C	3.33	67.3	61
C-56	US 98 Tyndall AFB Multi-Use Path	Multi-Use Path	Dupont Bridge	Mexico Beach	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	67.3	61
B-28	CR 3031 / Thomas Dr and Gwyn Drive	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	> 20,000	3.33	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	66.9	63
C-03	Harvard Boulevard Sidewalks	Sidewalks	SR 390	Issac Byrd Park	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	66.6	64
B-34	Frankford Ave and SR 390	Add a NB and SB right turn lane	--	--	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	66.0	65
C-57	Transmitter Rd	Multi-Use Path	SR 22	SR 390	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	65.8	66
A-31	CR 2327 / Transmitter Road	Widen to 4 Lanes	Brooke Lane	C Street	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	65.4	67
B-17	US 231 and SR 390	Intersection improvement	--	--	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	D-F	6.67	C	3.33	65.4	67
C-40	Florida National Scenic Trail	Gravel trail	Existing gravel trail: SR 20 @ Bay County Line	Existing gravel trail: Asphalt Plant Rd	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	D-F	6.67	C	3.33	65.4	67
C-68	SR 391 / Harrison Ave	Multi-Use Path	SR 75/US 231	Airport Rd	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	65.4	70

LRTP ID	Roadway	Description	From	To	Transportation Safety								Multimodal Choices and Connections						System Efficiency and Preservation						System Sustainability and Livability						Economic Vitality								Transportation Security						Congestion Management						Total Score	Rank
					Complete Systems		School Activity		Safety Improvement Strategies		Crash Severity		Pedestrian		Bicycle		Public Transportation		AADT		Route Significance		Existing Deficiency		Environmental and Social		Recreational Opportunity		Local Planning		Economic Reach		Base Access		Intermodal Goods Movement		Tourism		Emergency Response		Identified Security Issues		Service Disruption		Correct Deficiency		Future Level of Service (LOS)		Facility Level of Service (LOS)			
					Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score		
E-01	Express Bus Service to Airport	Peak Hour Bus Service: Operate express bus service from Panama City to the International Airport	Panama City	International Airport	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	65.4	70
C-07	CR 2315 / Star Avenue	Bicycle Lanes	SR 75/US 231	SR 22/Wewa Highway	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	64.6	72
A-10	CR 2315 / Star Avenue	Widen to 4 Lanes	US 231 / SR 75	SR 22 / Wewa Highway	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	64.2	73
B-31	SR 368 / 23rd St and Jenks Ave	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	64.2	73
C-34	SR 79 - Gayle's Trails North Extension	Multi-Use Path	Gayle's Trails	SR 388 Trail	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	64.2	73
C-80	Thomas Drive	Bicycle Lanes	North Lagoon Drive	Joan Avenue	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	64.2	73
D-25	US 98A / Front Beach Rd	Corridor Improvement	Richard Jackson Blvd	Thomas Drive	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	64.2	73
C-28	CR 2321/SR 77 - Dam Road Trail	12ft wide non-motorized paved trail	US 231	SR 77/N end of Bailey Bridge	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	62.9	78
A-33	SR 77	Widen to 6 Lanes	Bay County Line	SR 390 / 14th St	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	10,000 to 20,000	1.67	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	A-B	0	62.5	79
C-70	CR 30B Joan Ave	Sidewalks	CR 3030/N Lagoon Dr	Front Beach Rd	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	62.5	79
B-06	US 231 / SR 75 and SR 20	SR 75 (US 231) Intersection Safety Improvements at SR 20	--	--	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	D-F	6.67	A-B	0	62.1	81
B-12	Joan Ave and US 98A / Front Beach Rd	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	62.1	82
B-32	US 98A / Front Beach Rd and Hinson Rd	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	62.1	82
C-33	SR 77 - Southport North	12ft non-motorized paved trail	CR 388	CR 2321	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	A-B	0	62.1	82
D-16	CR 28 / 11th Street	Corridor Improvement	SR 77 / Martin Luther King Jr Blvd	US 98 / Tyndall Parkway	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	62.1	82
A-43	CR 389 / East Avenue	Widen to 4 Lanes	CR 2312 / Baldwin Road	SR 390	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	A-B	0	C	3.33	61.2	86
C-01	US 98 / SR 30	Multi-Use Path	Crooked Sound Drive	CR 386	Yes	5	No	0	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	61.2	86
C-67	SR 30 / US 98A / Front Beach Rd	Fill sidewalk gaps	Kelly St	SR 30A / US 98 / Panama City Beach Pkwy	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	61.2	86
D-03	US 98A / Front Beach Rd	Corridor Improvement	US 98 / Panama City Beach Parkway	Deluna Place	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	61.2	86
D-15	US 98A / Front Beach Road [Segment 4.3]	Corridor Improvement	SR 2923A / Hutchison Blvd	Richard Jackson Blvd	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	60.8	90
C-38	Beach Drive Connector	Paved trail	E 6th St	E 2nd Ct	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	60.8	91
B-09	Bayou George Dr and US 231 / SR 75	Safety Improvements	--	--	Yes	5	No	0	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	> 2 miles	0	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	D-F	6.67	C	3.33	60.4	92
C-17	Panama City Sun Trail Program [Phase 4]	Multi-Use Path	Intersection of Bayview Ave & W 11th St	Frankford Ave and W 11th St	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	60.0	93
C-48	CR 2337 / Sherman Avenue	Sidewalk, plus bike features if determined feasible.	SR 30A/US 98/15th Street	SR 389/East Ave	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	60.0	93
C-72	CR 385 / Frankford Ave	Bike Path/Trail	West Beach Drive	St. Andrews Blvd	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	60.0	93
A-16	US 231 / SR 75	Widen to 6 Lanes	Scotts Ferry Road	SR 20	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	A-B	0	59.6	96
A-45	SR 79	Widen to 6 Lanes	SR 388	US 98 / Panama City Beach Parkway	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	10,000 to 20,000	1.67	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	A-B	0	59.6	96
A-47	SR 22	Widen to 4 Lanes	Star Avenue	CR 2297	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	59.2	98
C-79	Joan Avenue	Bicycle Lanes	North Lagoon Drive	Thomas Drive	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	C	3.33	C	3.33	59.2	98
E-07	US 98A Front Beach Road Trolley (Dedicated Lane)	US 98 A Front Beach Road Trolley (Dedicated Lane)from DeLuna Place to Thomas Drive	DeLuna Place	SR 392 / Thomas Drive	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	59.2	98
C-76	Old Bicycle Rd	Bicycle Lanes	Star Avenue	CR 2297	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	59.1	101
A-15	US 231 / SR 75	Widen to 6 Lanes	Penny Road	Scotts Ferry Road	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	A-B	0	58.7	102
A-27	Joan Avenue	Widen to 4 lanes	US 98 A / Front Beach Rd	CR 3031 / Thomas Drive	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	C	3.33	58.7	102
D-07	CR 28 / 11th Street	Corridor Improvement	Beck Avenue	SR 77 / MLK Jr Blvd	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	58.7	102
C-45	Northshore Rd	Bike/Ped Facility	SR 390	W 14th St	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	58.3	105
E-06	Inlet Beach Route	Inlet Beach Route from Front Beach & US 98 to Inlet Beach	Front Beach Road and US 98	CR 30A and US 98 (pedestrian underpass)	Yes	5	No	0	Lowest	0	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	A-B	0	58.3	105
A-35	US 98 / Panama City Beach Pkwy	Widen to 6 Lanes	W. of Philips Inlet Bridge	SR 79 / Arnold Drive	Yes	5	No	0	Mid-Range	2.5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	57.9	107

LRTP ID	Roadway	Description	From	To	Transportation Safety								Multimodal Choices and Connections						System Efficiency and Preservation						System Sustainability and Livability						Economic Vitality								Transportation Security						Congestion Management						Total Score	Rank
					Complete Systems		School Activity		Safety Improvement Strategies		Crash Severity		Pedestrian		Bicycle		Public Transportation		AADT		Route Significance		Existing Deficiency		Environmental and Social		Recreational Opportunity		Local Planning		Economic Reach		Base Access		Intermodal Goods Movement		Tourism		Emergency Response		Identified Security Issues		Service Disruption		Correct Deficiency		Future Level of Service (LOS)		Facility Level of Service (LOS)			
					Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score		
A-25	CR 2321	Widen to 4 Lanes	SR 77	US 231 / SR 75	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	57.5	108
C-05	CR 2337 Sherman Avenue Sidewalks	Sidewalks	CR 28/11th Street	SR 30A/US 98/15th Street	Yes	5	Yes	5	Highest	5	No Injury	0	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	57.5	108
C-13	14th Street	Construct Sidewalk	Maryland Avenue	SR 390	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	A-B	0	57.5	108
C-14	Magnolia Beach Road	Multi-Use Path	West Pelican Bay Drive	East of Mystic Lane	Yes	5	No	0	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	57.5	108
C-58	SR 79	Multi-Use Path	SR 388	SR 20	Yes	5	No	0	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	A-B	0	57.5	108
D-20	CR 2327 / Transmitter Road	Corridor Improvement	SR 22 / Wewa Highway	US 98 / 15th Street	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	Same Facility	5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	57.5	108
C-63	S Berthe Ave, Chippewa St, CR 2315/Star Ave	12ft wide paved non-motorized multipurpose trail	Boat Race Rd	SR 22	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	57.5	114
D-13	US 98A / Front Beach Road [Segment 4.2]	Corridor Improvement	Hill Road	SR 2923A / Hutchison Blvd	Yes	5	Yes	5	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	10,000 to 20,000	1.67	No	0	D-F	6.67	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	6.67	D-F	6.67	D-F	6.67	57.1	115
B-02	Lisenby Avenue and W 23rd Street	Add right turn lane	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	56.7	116
B-22	CR 2322 / 7th Avenue and CR 2327 / Transmitter Rd	Construct roundabout	--	--	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	55.8	117
C-69	CR 22A / Bob Little Rd	Bicycle Lanes	Cherry St	SR 22 / Wewa Hwy	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	55.8	117
B-11	Pryor Ave and US 98A / Front Beach Rd	Safety Improvements	--	--	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	55.4	119
A-32	SR 20	Widen to 4 Lanes	Washington County Line	US 231 / SR 75	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	A-B	0	55.0	120
E-02	Express Bus Service to Airport	Peak Hour Bus Service: Operate express bus service from Panama City Beach to the International Airport	Panama City Beach	International Airport	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	55.0	120
C-02	CR 385 / Frankford Ave	Bike Path/Trail	St. Andrews Blvd	Pacifica Lane	Yes	5	Yes	5	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	C	3.33	C	3.33	54.2	122
D-21	SR 22 / Wewa Highway [Phase 2]	Corridor Improvement	US 98B	Tyndall Parkway	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	54.2	122
B-24	US 98B and Cheri Lane, Boat Race Road, and Luther St	Construct roundabout	--	--	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	54.1	124
D-04	Everitt Avenue to Cherry Street	Corridor Improvement	US-98B / SR-30	N Star Ave	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	53.7	125
C-04	SR 30/E / Cherry Street Sidewalks	Sidewalks	SR 30A/US 98/Tyndall Parkway	SR 30/Business 98	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	53.3	126
C-21	School Ave	Remove and replace existing sidewalks, Street Lighting, Stormwater drainage and Landscaping	3rd St	11th St	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	53.3	126
A-26	CR 388 / West Bay Parkway	Widen to 4 Lanes	SR 77 / Lynn Haven Parkway	US 231 / SR 75	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	C	3.33	52.5	128
C-25	Pennsylvania Ave	10ft wide paved non-motorized trail	SR 390	SR 77	Yes	5	Yes	5	Lowest	0	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	52.5	128
A-36	SR 79	Widen to 6 Lanes	Bay County Line	SR 388 / West Bay Parkway	Yes	5	No	0	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	10,000 to 20,000	1.67	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	A-B	0	52.1	130
B-04	Arnold Rd and Back Beach Road	Add right turn lane	--	--	Yes	5	No	0	Lowest	0	Some injury	2.5	> 1/2 mile	0	> 1/2 mile	0	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	52.1	131
A-22	CR 391 / Baldwin Road	Widen to 4 lanes	Kirkwell Avenue	US 231 / SR 75	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	52.1	132
A-23	CR 30C / Clara Avenue	Widen to 4 Lanes	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Yes	5	Yes	5	Highest	5	Some injury	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	52.1	132
A-41	CR 389 / East Avenue	2 Lane Enhanced Capacity Improvement	US 98B / 5th St	Eastern Port Ship Yard	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	> 1/2 mile	0	> 1/2 mile	0	< 1/2 mile	2.5	< 10,000	0	Yes	3.33	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	Yes	3.75	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	A-B	0	C	3.33	52.1	132
B-25	SR 388 / Edwards Rd and SR 77	Intersection Realignment	--	--	Yes	5	Yes	5	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	> 2 miles	0	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	Yes	3.33	No	0	C	3.33	A-B	0	51.7	135
C-54	State Ave	Bicycle Lanes	23rd St	Baldwin Rd	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	51.7	135
C-65	SR 30 / US 98A / Front Beach Rd	Fill sidewalk gaps (south side)	East Lake Shore Dr	Twins Lake Dr	Yes	5	No	0	Mid-Range	2.5	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	No	0	C	3.33	C	3.33	51.7	135
C-66	SR 30 / US 98A / Front Beach Rd	Fill sidewalk gaps (south side)	Twins Lake Dr	Kelly St	Yes	5	No	0	Highest	5	Some injury	2.5	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	No	0	C	3.33	C	3.33	51.7	135
A-04	Gulf to Bay Highway (Parkway)	Construct new 4 lane Facility	US 98 / SR 30 west of Mexico Beach	The Bay/Gulf County Line	Yes	5	No	0	Highest	5	Some injury	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	51.6	139
D-01	Sherman Ave to 3rd St	Corridor Improvement	US 98 / 15th St	US 98B	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	51.2	140
D-18	SR 392A / Hutchison Blvd	Corridor Improvement	US 98A / Front Beach Road	US 98A / Front Beach Road	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	> 1/2 mile	0	> 1/2 mile	0	< 1/2 mile	2.5	> 20,000	3.33	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	51.2	140
D-11	CR 392 / Thomas Drive	Corridor Improvement	US 98A / Front Beach Road	CR 3031 / South Thomas Drive	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	C	3.33	50.4	142
C-81	Elevated Pedestrian Structure on US 98 / 15th Street and SR 77 / MLK Jr Blvd	Pedestrian Overpass	--	--	Yes	5	Yes	5	Mid-Range	2.5	No Injury	0	Same Facility	5	Same Facility	5	Same Facility	5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	No	0	No	0	C	3.33	C	3.33	50.0	143

LRTP ID	Roadway	Description	From	To	Transportation Safety								Multimodal Choices and Connections						System Efficiency and Preservation						System Sustainability and Livability						Economic Vitality								Transportation Security						Congestion Management						Total Score	Rank
					Complete Systems		School Activity		Safety Improvement Strategies		Crash Severity		Pedestrian		Bicycle		Public Transportation		AADT		Route Significance		Existing Deficiency		Environmental and Social		Recreational Opportunity		Local Planning		Economic Reach		Base Access		Intermodal Goods Movement		Tourism		Emergency Response		Identified Security Issues		Service Disruption		Correct Deficiency		Future Level of Service (LOS)		Facility Level of Service (LOS)			
					Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score		
D-02	SR 392 / Thomas Drive	Corridor Improvement	CR 3030 / Lagoon Dr	CR-3031 / Bristol St	Yes	5	Yes	5	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	49.4	144
C-12	Carolina Avenue	Construct Sidewalk	West 14th Street	SR 390	Yes	5	Yes	5	Lowest	0	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	49.2	145
C-20	Lake Dr	Multi-Use Path	SR 30 / US 98 / Tyndall Pkwy	Berthe Ave	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	Same Facility	5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	49.2	145
C-62	Nehi Rd, CR 2315 / Star Ave, Other	12ft wide paved non-motorized multipurpose trail	Nehi Rd @ US 331	Bay County Line @ 15th St (Mexico Beach)	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	49.2	145
C-35	Griffin Blvd - Gayle's Trails South Connector	12ft wide paved non-motorized trail	Gayle's Trails	Highway 98 Trail	Yes	5	No	0	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	48.7	148
C-24	Harrison Ave	12ft wide paved non-motorized trail	Baldwin Ave	26th St	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	47.3	149
A-37	Philip Griffitts Sr Parkway [Phase 3]	Construct new 2 Lane Facility	US 98 at Clara Avenue	Chip Seal Parkway	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	A-B	0	47.1	150
C-11	South Gay Avenue	Construct sidewalk	Boat Race Road	Cherry Street	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.7	151
C-22	2nd St	Remove and Replace existing sidewalk	Detroit Ave	US Business 98	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.7	151
C-31	Panama City Spine Trail - South Spur	12ft paved non-motorized trail	Bay Line RR Tracks	W 6th St	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.7	151
C-42	Mowat School Rd Connector	10ft wide paved non-motorized trail along drainage ROW	SR 390	W 26th St	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.7	151
C-59	Lynn Haven Rails to Trails - North Extension	12ft wide paved non-motorized multipurpose trail	SR 390	Old Fuel Depot	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.7	151
C-18	Panama City Sun Trail Program [Phase 5]	Multi-Use Path	Cherry St and Harris Ave	East 11th St and MLK Blvd	Yes	5	Yes	5	Mid-Range	2.5	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.4	156
C-77	Laurie Avenue	Sidewalks	Laird Street	North Lagoon Drive	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.4	156
C-06	15th Street Sidewalks	Sidewalks/Multi-Use Path	SR 30/US 98	CR 386	Yes	5	No	0	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	46.2	158
C-51	Kingswood Rd / Edwards Rd	Multi-Use Path	CR 2321	SR 77	Yes	5	Yes	5	Lowest	0	Fatal/Severe Injury	5	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	45.8	159
A-06	Powell Adams Dr	Widen to 3 Lanes	US 98A / Front Beach Road	L.C. Hilton Jr. Drive	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	D-F	6.67	A-B	0	44.6	160
C-52	Cato Rd	Sidewalk, plus bicycle features where feasible	US 231 / SR 75	CR 390	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	44.2	161
C-75	Goose Bayou Road	Sidewalks	Bingoose Ln	North Shore Rd	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	Yes	3.33	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	44.2	161
B-23	US 98B and Cedar Street and Pitts Ave	Construct roundabout	--	--	Yes	5	Yes	5	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	44.1	163
D-14	US 98A / Front Beach Road [Segment 4.1]	Corridor Improvement	Lullwater Drive	Hill Road	Yes	5	Yes	5	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	10,000 to 20,000	1.67	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	43.7	164
C-15	Panama City Sun Trail Program [Phase 2]	Multi-Use Path	Michigan Ave and Bay Line Railroad	Southeast of Jenks Ave & W. 14th St at the intersection of the Bay Line Railroad Tracks	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	43.3	165
C-29	Breakfast Point East Connector	12ft wide paved non-motorized trail	US 98 / Front Beach Rd and Clara Ave	US 98 / Front Beach Rd and Wildwood Rd	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	43.3	165
C-46	Wildridge Rd	Bike/Ped Facility	Northshore Rd	SR 390	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	43.3	165
C-53	Southport Elementary Pedestrian Improvements	Sidewalks and Ped Crossings	Streets near Southport Elementary School		Yes	5	Yes	5	Mid-Range	2.5	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	43.3	165
C-71	Lynn Haven Elementary School Sidewalk Project - PH 1 - Georgia Ave & New York Ave	Sidewalk	W 12th St	W 10th St	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	43.3	165
C-78	Kelly Street	Sidewalks	US 98 / Back Beach Rd	SR 30 / Front Beach Rd	Yes	5	No	0	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	Yes	3.75	Yes	3.75	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	A-B	0	42.1	170
A-34	Titus Road	Widen to 4 Lanes	CR 2321	US 231 / SR 75	Yes	5	Yes	5	Highest	5	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	> 2 miles	0	No	0	> 2%	3.75	No	0	Yes	3.75	No	0	Yes	3.33	No	0	Yes	3.33	No	0	A-B	0	C	3.33	40.8	171
C-26	Ormond Ave	12ft wide paved non-motorized trail	US 231	SR 390	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	40.8	171
C-27	Mill Bayou Trail Extension	North extension of Mill Bayou Trail along spine road, 12 ft wide	Mirage Branch Rd	SR 77A	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	40.8	171
C-36	Colony Club Connector	Multi-Use Path	Gayle's Trails East End	Other Trail Segments	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	40.8	171
D-10	US 98A / Front Beach Road [Segment 5]	Corridor Improvement	Deluna Place	SR 79 / Arnold Road	Yes	5	No	0	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	Same Facility	5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	40.8	175
D-09	Cobb Road	Corridor Improvement	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Yes	5	No	0	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	40.0	176
D-12	Nautilus Road	Corridor Improvement	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	0 to 2%	1.875	No	0	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	C	3.33	39.4	177
A-24	CR 2301	Widen to 4 lanes	US 231 / SR 75	CR 388	Yes	5	No	0	Highest	5	Fatal/Severe Injury	5	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	No	0	No	0	No	0	Yes	3.33	No	0	C	3.33	C	3.33	38.5	178
C-49	Lakeridge Dr / 34th St	Sidewalk, plus bicycle features if deemed feasible.	Harrison Ave	SR 77	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	38.1	179

LRTP ID	Roadway	Description	From	To	Transportation Safety								Multimodal Choices and Connections						System Efficiency and Preservation						System Sustainability and Livability						Economic Vitality								Transportation Security						Congestion Management						Total Score	Rank
					Complete Systems		School Activity		Safety Improvement Strategies		Crash Severity		Pedestrian		Bicycle		Public Transportation		AADT		Route Significance		Existing Deficiency		Environmental and Social		Recreational Opportunity		Local Planning		Economic Reach		Base Access		Intermodal Goods Movement		Tourism		Emergency Response		Identified Security Issues		Service Disruption		Correct Deficiency		Future Level of Service (LOS)		Facility Level of Service (LOS)			
					Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score		
A-05	CR 30P / Hills Road	Widen to 4 Lanes	US 98A / Front Beach Road	US 98 / Panama City Beach Parkway	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	C	3.33	Substantial	0	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	No	0	Yes	3.33	No	0	A-B	0	C	3.33	37.9	180
A-42	US 98 to I-10 Corridor	New 4 lane roadway	US 98	CR 286 / I-10	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	A-B	0	37.9	180
C-37	Gayle's Trails North Connector to SR 79	12ft wide gravel trail	Conservation Park	SR 79	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	37.5	182
C-41	Minge Branch Rd	Separated pedestrian path	Titus Rd	Mill Bayou Blvd	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	37.5	182
C-47	Cherokee Heights Rd	Sidewalk; plus fill in side street connections at junctures	Frank Hough Rd	Merritt Brown Rd	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	> 20,000	3.33	No	0	A-B	0	Low	3.33	> 2 miles	0	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	37.5	182
C-50	Lookout St	Sidewalk	Spyglass Dr	Thomas Dr	Yes	5	No	0	Lowest	0	Some injury	2.5	Same Facility	5	Same Facility	5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	37.5	182
A-21	26th Street Extension	Construct new 2 lane Facility	SR 77	Minnesota Street	Yes	5	Yes	5	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	A-B	0	36.2	186
C-43	Kings Rd	Construct a multiuse path along one side of the roadway crossing from the west side to the east side of the roadway at Canal Drive	Queens Cir	W 27th St	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	35.6	187
C-44	W 27th St	Construct a multiuse path on one side of W 27th Street on the south side between Frankford and Island View then on the north side to the dead end.	Frankford Ave	Dead End	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	35.6	187
A-19	Gulf Coast Parkway	Construct new 4 lane Facility	US 98 / SR 30	US 231 / SR 75	Yes	5	No	0	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	35.4	189
E-09	Bay County	Update Bayway bus stops to be ADA compliant	--	--	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	35.0	190
E-08	Water Transit	Water taxi route	Lagoon Marinas	Tyndall, PC, St Andrews, Sun Harbor, Lynn Haven	Yes	5	Yes	5	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	33.3	191
A-28	Lyndell Lane	Widen to 4 lanes	US 98 / Panama City Beach Parkway	US 98 A / Front Beach Rd	Yes	5	Yes	5	Lowest	0	No Injury	0	> 1/2 mile	0	> 1/2 mile	0	< 1/2 mile	2.5	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	32.9	192
A-29	Pipeline Road Extension	Construct new 2 lane Facility	W of Country Lake Dr	Nehi Road	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	32.1	193
A-30	Gulf Coast Parkway Extension	Construct new 4 lane Facility	SR 77	US 231 / SR 75	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	No	0	Yes	3.33	No	0	C	3.33	A-B	0	32.1	193
A-20	Gulf Coast Parkway Connector	Construct new 4 lane Facility	CR 2315 / Star Avenue	Old Allenton Road / Gulf Coast Parkway	Yes	5	Yes	5	Lowest	0	No Injury	0	Same Facility	5	Same Facility	5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	0 to 2%	1.875	No	0	No	0	No	0	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	31.9	195
A-40	Northern Airport Connector	Construct new 2 lane facility	SR 20	NW FL Beaches Airport	Yes	5	No	0	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	> 2 miles	0	No	0	0 to 2%	1.875	No	0	No	0	Yes	3.75	No	0	Yes	3.33	Yes	3.33	No	0	C	3.33	A-B	0	28.9	196
A-17	SR 388 / West Bay Parkway	Construct new 4 lane Facility	US 98 / SR 30 in Walton County	SR 79	Yes	5	No	0	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	0 to 2 miles	3.33	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	Yes	3.33	Yes	3.33	No	0	A-B	0	A-B	0	27.1	197
A-44	Liberty Blvd Extension	Construct new 2 lane facility	Nehi Road	Liberty Blvd	Yes	5	Yes	5	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	> 2 miles	0	No	0	> 2%	3.75	No	0	No	0	No	0	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	25.4	198
A-18	Truck Parking at US 231 Industrial Park	Construct Truck Parking	--	--	Yes	5	No	0	Lowest	0	No Injury	0	< 1/2 mile	2.5	< 1/2 mile	2.5	> 1/2 mile	0	< 10,000	0	No	0	A-B	0	Low	3.33	> 2 miles	0	Yes	3.33	> 2%	3.75	No	0	No	0	No	0	No	0	No	0	Yes	3.33	No	0	A-B	0	A-B	0	23.7	199

APPENDIX B – RESOLUTION BAY 25-17

RESOLUTION BAY 25-17

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE EVALUATION CRITERIA

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 TPO Planning Area; and

WHEREAS, the Bay County TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the Bay County TPO approved the 2050 LRTP Scope of Services on April 24, 2024 which includes development of Evaluation Criteria; and

WHEREAS, the Evaluation Criteria are derived from the adopted Goals and Objectives (Resolution Bay 25-01, February 5, 2025) and are used to rank projects in the 2050 Needs Plan for consideration in development of the 2050 Cost Feasible Plan; and

WHEREAS, Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry were completed on April 14, 2025 and June 17, 2025 to develop the 2050 LRTP Evaluation Criteria;

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

The Bay County TPO approves the Evaluation Criteria for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of August 2025.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chair

ATTEST: _____