

Needs Plan Report



FLORIDA-ALABAMA 2045 LONG RANGE TRANSPORTATION PLAN

Prepared for

**Florida-Alabama Transportation Planning Organization and
The Florida Department of Transportation, District Three**

Prepared by

**Emerald Coast Regional Planning Council
Staff to the Florida-Alabama
Transportation Planning Organization**



November 2020

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Florida-Alabama
Transportation Planning Organization

Needs Plan Report

Prepared by:

Emerald Coast Regional Planning Council
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BACKGROUND

The Florida-Alabama 2045 Long Range Transportation Plan (LRTP) Update began when the Florida-Alabama Transportation Planning Organization (TPO) approved the Scope of Services on February 13, 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 2045 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 Escambia 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, are 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 December 2018 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met four times to provide input on the 2045 Needs Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- January 21, 2020
- February 24, 2020
- April 20, 2020
- May 26, 2020

PUBLIC REVIEW

In June 2020, a virtual public meeting and an on-line survey were the public involvement techniques utilized because of the pandemic. Both events were promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The virtual public meeting was held on June 16, 2020 as a GoTo Meeting at 5:30 p.m. The first thirty minutes of the public meeting were introductions and welcome, an Overview of the Florida-Alabama TPO, an Overview of the Florida-Alabama TPO Planning Process and the 2045 Long Range Transportation Plan, and a review of the map for the 2045 Long Range Transportation Plan Needs Plan. The second thirty minutes of the public meeting were an open session to Public Questions, Next Steps of the 2045 Long Range Transportation Plan Process, Long Range Transportation Plan Video, and Closing Remarks. The advertisement and the summary of the questions and responses from the virtual public meeting are listed in Appendix C.

The 2045 Long Range Transportation Needs Plan Survey was posted on the Emerald Coast Regional Council Web Site on June 8, 2020 through June 19, 2020. Eighty people responded. The results (which are listed below) coincide with the project assumptions for the Draft 2045 Florida-Alabama Long Range Transportation Plan Needs Plan. The survey and the pie charts are included in Appendix D.

- Private automobiles will still be an important transportation mode in the next twenty years.
- Carpools and van pools should be considered in the future but will not be a primary mode of transportation.
- Automated, or driverless, Vehicles are not a primary transportation planning need in the next twenty years.
- Planning for Bicycle/Pedestrian accommodations is a strong component for transportation in the next twenty years.
- Complete Streets and Corridor Management are non-roadway improvements that are needed in the TPO area.
- An expanded public transit service (automated or human-operated) would help alleviate traffic congestion, but primary public transit service such as adding a transit bus, transit routes, and stops are not primary non-roadway improvements.

There were three types of responses even though the opened ended question dealt with other public transportation improvements: (1) Public Transportation; (2) Roadway; and (3) Bicycle/Pedestrian. The Bicycle/Pedestrian comments were forwarded to the TPO's Bicycle/Pedestrian Planner for consideration in development of the Bicycle/Pedestrian Plans in the region. The TPO's Bicycle/Pedestrian Plan and the priorities for State Urban Funds in the Alabama region of our TPO are the Bicycle/Pedestrian Projects included in the 2045 Long Range Transportation Plan Needs Plan.

Public Transportation

L RTP

- Monorail/High Speed Rail (*Long Term*).
- Light rail (*Next LRTP Update*).
- Regional Mass Transit System (*Next LRTP Update*)
- Expand Public Transportation to Santa Rosa County (*Recommendation in 2045 LRTP Needs Plan. Ultimately, Local government regulation*).
- Transportation Demand Management—staggered work hours (*ECRC ride-On Program*).
- More Park and Ride Lots (*Park and Ride Lots were reviewed in the 2045 Long Range Transportation Plan Needs Plan. Existing locations have been identified by public transportation and DOT staffs, but no future locations are known at this time*).

Transit Development Plan

- Improved Bus Routes.
- Transit stop structures at more locations.
- Not enough mass in the region for people to use public transportation in this region (*Education for Transit Development Plan*)

Local Government

- Land Use and infrastructure need to be in place for public transportation expansion to work.
- Provide Uber tickets instead of buses.
- BRATS is great but hours/routes going to Mobile and back are very limited (*Recommendation has been forwarded to BRATS, Baldwin County, and South Alabama Regional Planning Commission but Mobile is outside the Florida-Alabama TPO Study Area*).

Roadway

1. Enforcement of speed limit.

Enforcement of speed limits is a law enforcement responsibility.

2. Better infrastructure.

New infrastructure and roadway resurfacing are a priority of DOT and must be prioritized based on need. The reason for prioritization of new infrastructure and resurfacing is there is not enough revenue to improve every roadway in the TPO Study area at one time.

3. Tunnel is needed in Mobile.

Mobile, Alabama is outside the Florida-Alabama TPO Study Area.

4. 4-laning of US 90 is needed in downtown Milton.

The 4-laning of US 90 in downtown Milton is included in the 2045 Long Range Transportation Plan Needs Plan.

5. Complete streets to accommodate bicyclists and pedestrians.

Several complete improvements exist in the 2045 Long Range Transportation Plan Needs Plan.

6. 4 lanes road in Pace, Florida.

Several roads in Pace, Florida are shown as 4-lane needed roadways in the 2045 Long Range Transportation Plan Needs Plan.

7. More Roundabouts.

Five Roundabouts are listed in the 2045 Long Range Transportation Plan Needs Plan.

8. Flyover at 98 in Navarre.

The Flyover at 98 in Navarre is one of the alternatives that exist in the US 98 PD&E Study.

9. New Interchange at I-10 and Beulah and a north-south corridor from Isaacs Lane to Muscogee, connected by an extension of West Kingsfield from Hwy 97 to Beulah Road.

These projects are listed in the 2045 Long Range Transportation Plan Needs Plan.

10. Prioritization of Highway 90 improvements.

Prioritization of Highway 90 improvements exist in the Florida-Alabama TPO Project Priorities.

11. 5 lane Perdido Key Drive.

Perdido Key Drive is a county-maintained facility and environmental constraints exist that are detrimental to a roadway widening. Thus, no roadway widening of Perdido Key Drive is listed in the 2045 Long Range Transportation Plan Needs Plan.

ADOPTED 2045 NEEDS PLAN, COSTS, AND PURPOSE AND NEEDS STATEMENTS

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 and are typical costs of project phases in District III. The costs were furnished by the FDOT District III Work Program Production Division. After discussions with ALDOT, the costs and project phases for Alabama in 2012 should be used for 2018. 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 Transportation Planning Organization at their May meetings for review and for action at their July meetings. A list of the July meeting dates and actions appear below. The adopted 2045 Needs Plan Map and Projects are listed in Appendix F.

July 6, 2020 Technical Coordinating Committee (TCC) Meeting

The TCC recommended approval as presented.

July 7, 2020 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended approval as presented.

July 8, 2020 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2040 Needs Plan as presented.

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

Listed below are the costs of the Needs Plan tables by the states of Florida and Alabama as well as tables for Highways, Transit, and Non-Motorized. The total cost of the 2045 Needs Plan is **\$5,111,730,604**. Please note that this cost does not include aspirational projects. The aspirational projects are projects that are needed beyond 2045. The aspirational projects are not calculated in the projects costs and are not included in the maps. However, these projects are tracked by staff because of their potential transportation impacts to the region.

Florida 2045 Needs Plan Costs Shown by Project Category

Capacity Projects	\$4,432,539,020
Complete Streets/Corridor Management Projects	\$29,670,000
Intersection Projects	\$317,067,883
Public Transportation Projects	\$13,037,035
Bicycle/Pedestrian Projects	\$87,555,788
Total	\$4,879,869,726

Alabama 2045 Needs Plan Costs Shown by Project Category

Capacity Projects	\$452,625,036
Complete Streets/Corridor Management Projects	\$0
Intersection Projects	\$12,859,621
Public Transportation Projects	\$2,721,250
Bicycle/Pedestrian Projects	\$2,670,689
Total	\$470,876,596

Total 2045 Needs Plan Costs Shown by Project Category

Capacity Projects	\$4,885,164,056
Complete Streets/Corridor Management Projects	\$29,670,000
Intersection Projects	\$329,927,504
Public Transportation Projects	\$15,758,285
Bicycle/Pedestrian Projects	\$90,226,477
Total	\$5,350,746,322

The Purpose and Needs Statements for the 2045 Needs Plan Projects are included in Appendix H. A Purpose and Needs Statement is a requirement of the State of Florida regarding the Efficient Transportation Decision Making (ETDM) process. The ETDM process is a streamlined way to receive input from different environmental agencies early in the process regarding a roadway capacity project

As a result of consultation with Escambia County staff, the 2045 Needs Plan projects associated with the Escambia County Sector Plan are:

- I-10 from SR 99 (Beulah Road) Overpass to SR 297 (Pine Forest Road)
- Well Line Road from US 29 to CR 97 (Jacks Branch Road)
- Kingsfield Road from CR97 W to SR 99 (Beulah Road)
- Quintette Road from US29 to CR 97 (Jacks Branch Road)
- Muscogee Road Reconstruction from SR 99 (Beulah Road) to SR 297 (Pine Forest Road)
- US 29 Connector East Bypass/CR 184 Quintette Road from US 29 (SR 95) to CR 197 Chumuckla Highway Five Point Intersection.
- US 29 Connector from I-10 to Muscogee Road.
- US 29 Connector from Muscogee Road to US 29.
- Becks Lake Road Railroad Crossing.
- US 29 Railroad Crossing.

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 roadway ownership, land use, development patterns, development intensity and revised population and employment forecasts.

2040 Needs Plan Projects Not Included in the 2045 Needs Plan

Corridor	From	To	County	Project Description	Reason not Included in 2045 Needs Plan
Perdido Key Drive	Alabama State Line	South end of ICWW Bridge	Escambia	Provide enhanced capacity through multi-modal improvements	Roadway has been transferred to Escambia County
US 90 (Mobile Hwy)	Godwin Lane	US 90 (W. Nine Mile Road)	Escambia	Widen to 4 Lanes	Roadway not deficient
SR 742 (E. Burgess Road)	Lanier Drive	Plantation Road	Escambia	Enhanced 2 Lanes	Roadway not deficient
I-10	West of Davis Highway (SR 291)	US 90 (Scenic Highway)	Escambia	Widen to 6 Lanes	Committed Project
I-10	US 29	West of Davis Highway	Escambia	Widen to 8 Lanes	Roadway not on SIS Needs Plan
17 th Avenue at Bayfront Parkway			Escambia	Intersection	Committed Project—Bridge Replacement
US 98 (W. Navy Blvd)	New Warrington Road	Bayou Chico	Escambia	Widen to Four Lanes	Project changed to Complete Streets Project
SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Widen to Four Lanes	Project changed to Complete Streets Project
College Parkway Extension	SR 296 (Brent Lane)	Trinity Drive	Escambia	New 2 lane facility	Project connectivity has been completed
US 90	SR 87 South	SA Jones Road	Santa Rosa	Widen to 4 Lanes	Roadway not deficient

Corridor	From	To	County	Project Description	Reason not Included in 2045 Needs Plan
Eglin Field/Hurlburt Field Bypass	SR 87 South	Into Okaloosa County	Santa Rosa	New Four Lane Facility	Removed as Aspirational Project per Eglin Air Force Base's request
CR 399 (East Bay Boulevard)	SR 87	Edgewood Drive	Santa Rosa	Enhanced 2 Lanes	Corridor Management Plan
SR 399 (Navarre Beach Causeway)	US 98 (SR 30)	SR 399 (Gulf Boulevard)	Santa Rosa	Enhanced 2 Lanes	Project has been completed
Edgewood Drive	CR 399 (East Bay Boulevard)	US 98	Santa Rosa	Enhanced 2 Lanes	Project has been completed
AL SR 180 (Canal Road)	Foley Beach Express	SR 161	Baldwin	Widen to 5 Lanes	Committed Project
AL SR 180 (Canal Road)	Wilson Boulevard	Pensacola Avenue	Baldwin	Widen to 3 Lanes	Removed at the request of Orange Beach
AL SR 161 at Perdido Beach Blvd			Baldwin	Intersection	Removed at the request of Orange Beach

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.

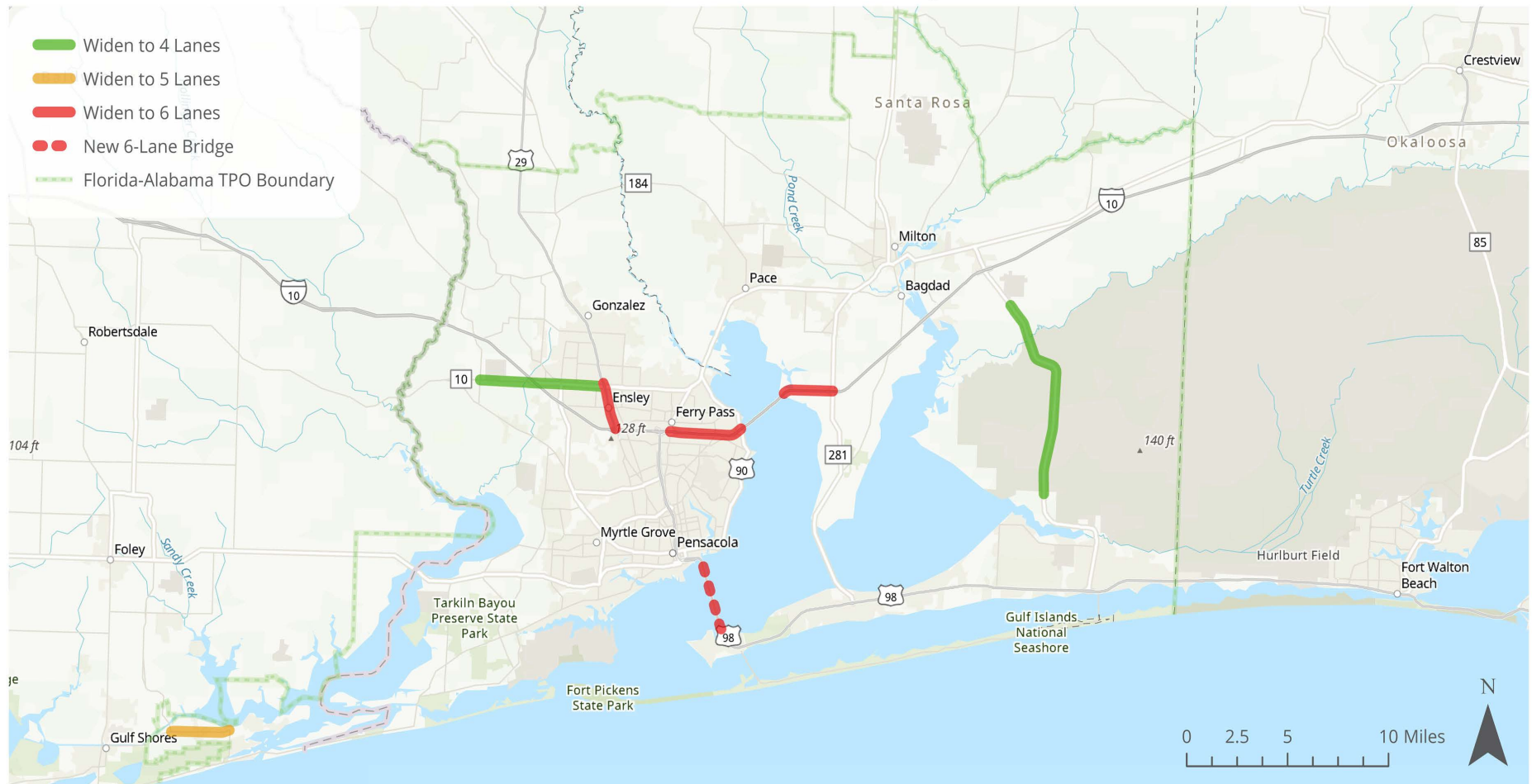
APPENDIX A – EXISTING PLUS COMMITTED ANALYSIS

Existing Plus Committed Projects

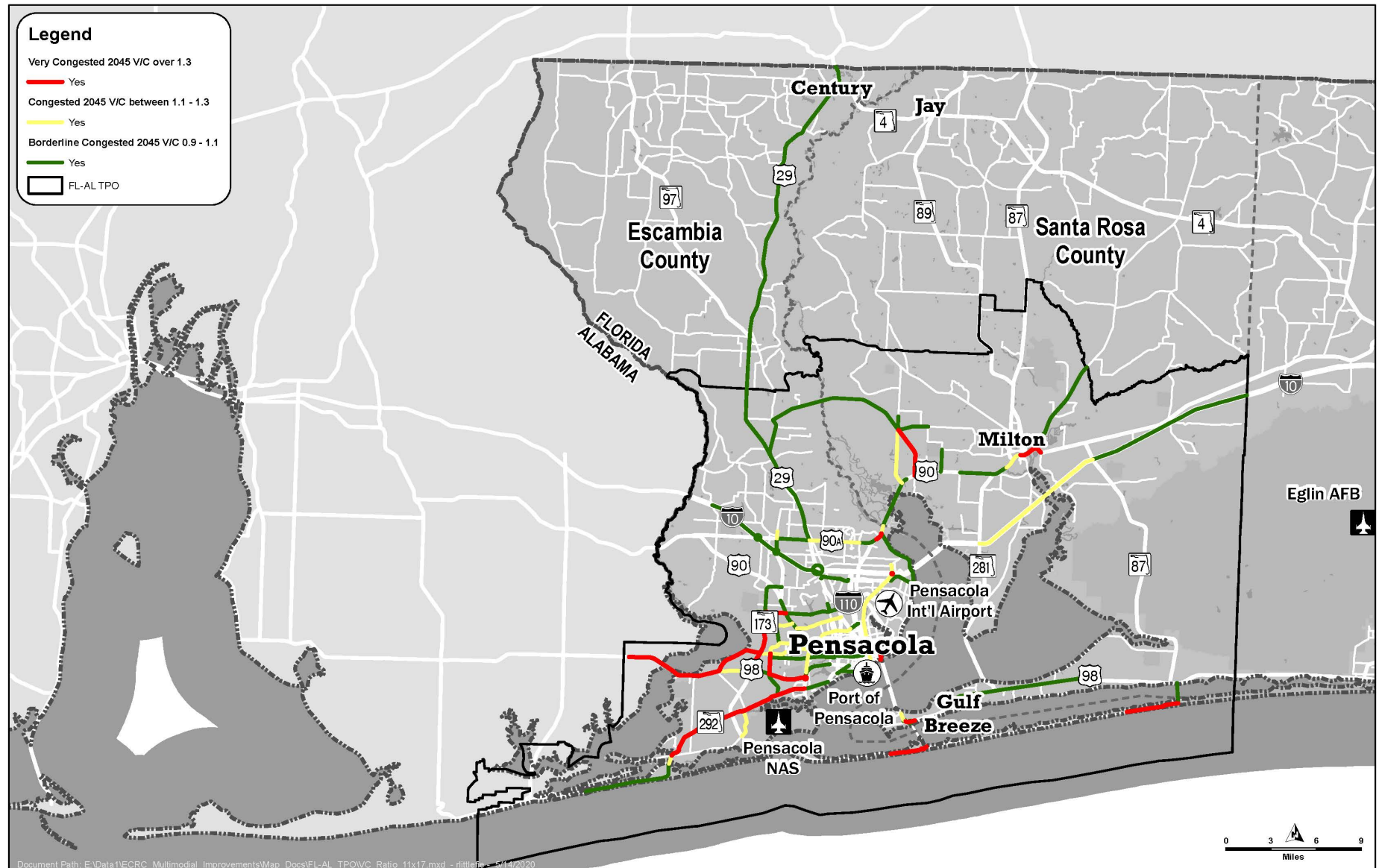
Roadway	Limits	Project
I-10	East of 291 to West of Escambia Bay Bridge	Widen to 6 lanes
I-10	East of Escambia Bay Bridge to SR 281	Widen to 6 lanes
US 98 (Pensacola Bay Bridge)	Bayfront Parkway West of 17 th to Baybridge Professional Park	New 6-lane bridge
SR 87	South of Nichols Lake Road to Burton Circle	Widen to 4 lanes
US 29	I-10 to North of Nine Mile Road	Widen to 6 lanes
US 90A (Nine Mile Rd.)	Beulah Road to I-10.	Widen to 4 lanes
US 90A (Nine Mile Rd.)	I-10 to SR 297	Widen to 4 lanes.
US 90A (Nine Mile Rd.)	SR 297 to US 29	Widen to 4 lanes
Canal Road	Foley Beach Express to Orange Beach Boulevard	Widen to 5 lanes

Existing Plus Committed Project Map

Florida-Alabama TPO 2015-2024 Committed Projects



Existing Plus Committed Project Deficiency Map



APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE MEMBERSHIP

NAME

FDOT

Bryant Paulk

Christy Johnson

Rickey Fitzgerald (freight)

ALDOT

Vince Beebe

PENSACOLA NAVAL AIR STATION

Steve Opalenik

WHITING FIELD

Randy Roy

PENSACOLA INTERNATIONAL AIRPORT

Andrea Levitt Kvech

PORT OF PENSACOLA

Amy Miller

WEST FLORIDA WHEELMEN

David Mayo

ESCAMBIA COUNTY AREA TRANSIT

Tonya Ellis

BALDWIN REGIONAL AREA TRANSIT SYSTEM

Matthew Brown

CITIZENS ADVISORY COMMITTEE

Sean Bullington

Vernon Compton

Barbara Mayall

Jim Roberts

TECHNICAL COORDINATING COMMITTEE

Terri Malone

Griffin Powell

Mike Ziarnek

Zakkiyyah Osuigwe

JANUARY 21, 2020 STEERING COMMITTEE MEETING

SUMMARY

2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #5
January 21, 2020 Meeting Summary

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Rickey Fitzgerald, FDOT Freight
Andrea Levitt Kvech, Pensacola International Airport
Mike Ziarnek, Technical Coordinating Committee
Zakkiyyah Osuigwe, Technical Coordinating Committee
Barbara Mayall, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee
Sean Bullington, Citizens' Advisory Committee (Dialed in)
Randy Roy, Whiting Field (Dialed in)

Members Not Attending

Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Vince Beebe, ALDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Amy Miller, Port of Pensacola
Tonya Ellis, Escambia County Area Transit
Matthew Brown, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Terri Malone, Technical Coordinating Committee
Vernon Compton, Citizens' Advisory Committee

Others Attending

Ryan Novota, City of Pensacola
Lawrence Powell, City of Pensacola
Austin Mount, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.
- Chairman Powell requested Gary Kramer and Cory Wilkinson to present the items on the agenda.

B. Update on the Process and Schedule

- Gary Kramer stated the Evaluation Criteria and the Financial Resources will be an action item for the TPO in February.
- Cory Wilkinson presented the Project Schedule. The focus of today's meeting is to review the Congestion Management Process and include an update on Freight, Airport, and Port for consideration in the Needs Plan development. The Congestion Management Process will be

reviewed by the TPO and Advisory Committees in February with recommended action in April. The Needs Plan will include public workshops in March with review by the TPO and Advisory Committees in April and with recommended action in June. The Cost Feasible Plan is anticipated to start in June, public workshops in July, review by the TPO and Advisory Committees in August, and recommended action in September.

C. Status of Evaluation Criteria and Financial Resources

- Cory Wilkinson mentioned the Evaluation Criteria and the Financial Resources have been vetted by the Steering Committee in the previous two meetings and will be presented to the TPO in February. The TCC and CAC recommended approval at their December meetings. Once the TPO approves these items, the Technical Reports will be produced.

D. Congestion Management Process

- Cory Wilkinson mentioned a task in the Long Range Transportation Plan is to produce a Congestion Management Process document. There are eight items a Congestion Management Process must include. These eight items are:
 - Develop regional objectives for congestion management.
 - Define the Congestion Management Process network.
 - Develop multimodal performance measures.
 - Collect data/monitor performance.
 - Analyze congestion problems and needs.
 - Identify and assess strategies.
 - Program and implement strategies.
 - Evaluate strategy effectiveness.
- The objectives and performance measures were reviewed with the Steering Committee and the following questions were asked.
 - What is rideOn? It is a vanpool/carpool service provided by the Emerald Coast Regional Council that matches potential riders through a database.
 - Replace ITS with an ATMS performance measure.
 - Replace Accidents with Crashes.
 - Include education to assist in reducing traffic and pedestrian fatalities such as bringing hot spots to the Community Traffic Safety Team.
 - A number for resurfacing projects will need to be agreed upon at the next steering committee meeting.
- Mike Ziarnik encouraged the Steering Committee Members to review the statewide report "Dangerous by Design" and reminded participants that vehicular Level of Service is not a good evaluation measure for urban transportation/complete streets consideration.
- Barbara Mayall stated that adequate infrastructure should be installed prior to a roadway being resurfaced. She also questioned if construction of the new school had bearing on the Strategic Intermodal System (SIS) designation of US 98.
- Gary Kramer added the Congestion Management Process is required for TPOs with a population greater than 200,000 in federal law. FDOT has also required that all TPOs in Florida develop a Congestion Management Process. The Florida-Alabama TPO does a major update to the Congestion Management Process in conjunction with the Long Range Transportation Plan. A minor update to the Congestion Management Process is done annually.

E. Needs Plan

- Cory Wilkinson said the Needs Plan is a list of transportation projects that are needed by 2045 regardless of funding. A list of deficiencies will be created by running the regional transportation model with the 2045 socio-economic data and an existing plus committed transportation network. These deficiencies and other needed projects by mode will be reviewed and commented by the Steering Committee, Public Meetings, and the TPO and Advisory Committee Meetings.
- Updates on the Freight, Pensacola International Airport, and Port of Pensacola were presented.

Freight

- Rickey Fitzgerald reviewed a PowerPoint on Freight for FDOT District III and the Florida-Alabama TPO.
- The Freight Mobility and Trade Plan is almost complete and includes an investment plan for use of federal National Highway Freight Program (NHFP) funding.
- In FDOT District III, there are 42 capacity projects, 4 ITS projects, 2 Feasibility Study Projects, and 1 Truck Parking Project. The highest ranked projects in the Florida-Alabama TPO area:
 - I-10 at US 29 Interchange
 - I-10 at Nine Mile Road Interchange
 - I-10 from East of Alabama State Line to West of US 29
- 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.

Pensacola International Airport

- Andrea Levitt Kvech stated the airport priorities are submitted to the TPO annually. A Master Plan has been recently completed and is waiting Federal Aviation Administration acceptance.
- The major priorities are parking, terminal, and airfield improvements.
- A second hangar off Merlion Way should start design in April. Maintenance Repair, and Overhaul expansion across from Pensacola State College is also in discussion.

Port of Pensacola

- Clark Merritt from Port Pensacola submitted a list of improvements for the 2045 Long Range Transportation Plan Needs Plan in an e-mail prior to the Steering Committee Meeting. A Master Plan has been completed by the Port of Pensacola. The improvements outside the gate that need to be considered for the Needs Plan are:
 - Port Main Gate Relocation
 - Cedar and Tarragona Street Improvements
 - Main and Barrancas Street Improvements
 - Access to/from I-110 for port freight improvements

F. Comments from Committee Members and Public

- No further comments were provided by neither the Committee Members nor the public.

G. Next Steps

- Gary Kramer iterated the Evaluation Criteria and Financial Resources will an action item for the TPO in February. The Congestion Management Process will be a review item at the February TPO and Advisory Committees with a recommended action at their April Meetings. An update on the Needs

Plan process will be presented at the February TPO and Advisory Committee Meetings with review at their April Meetings, and a recommended action at their June Meetings.

- Gary Kramer added the next Steering Committee Meeting will focus on a recommendation for Congestion Management Process with majority of the meeting focusing on development of the Needs Plan. Presentations from Pensacola Naval Air Station, Whiting Field, Escambia County Area Transit, and Baldwin Regional Area Transit System will also be part of the next Steering Committee Meeting.

H. Adjournment

- The meeting was adjourned by Chairman Powell.

FEBRUARY 24, 2020 STEERING COMMITTEE

MEETING SUMMARY

2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #6
February 24, 2020 Meeting Summary

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Mike Ziarnek, Technical Coordinating Committee
Zakkiyyah Osuigwe, Technical Coordinating Committee
Terri Malone, Technical Coordinating Committee
Colette Wiedeman for Tonya Ellis, Escambia County Area Transit
Sean Bullington, Citizens' Advisory Committee (Dialed in)
Randy Roy, Whiting Field (Dialed in)

Members Not Attending

Rickey Fitzgerald, FDOT Freight
Vince Beebe, ALDOT Urban Liaison
Andrea Levitt Kvech, Pensacola International Airport
Steve Opalenik, Pensacola Naval Air Station (provided input prior to the meeting)
Amy Miller, Port of Pensacola
Matthew Brown, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Barbara Mayall, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee

Others Attending

Ann Hill, City of Pensacola City Council
Lawrence Powell, City of Pensacola
Rand Hicks, Council of Neighborhood Presidents of Pensacola (CNPP)
Christian Wagley, Bike Pensacola
John Singley, Studio 850
Teresa Hill, Studio 850
Mary Beth Washnock, Emerald Coast Regional Council
Jill Lavender, Emerald Coast Regional Council
Jessica Paul, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.
- Chairman Powell requested Gary Kramer and Cory Wilkinson to present the items on the agenda.

B. Update on the Process and Schedule

- Gary Kramer stated the Evaluation Criteria and the Financial Resources were approved by the TPO in February.
- Gary Kramer added the Congestion Management Process Major Update was discussed at the last Steering Committee Meeting and was presented as an information item at the TPO and Advisory Committee Meetings in February.
- Gary Kramer mentioned the Needs Plan process was discussed at the last Steering Committee Meeting and was presented as an information item at the TPO and Advisory Committee Meetings in February.
- Cory Wilkinson iterated the focus of today's meeting is to provide the status of the Congestion Management Process Major Update, have briefings from the military representatives in our area, and to discuss the development of the Needs Plan generated from the Transportation Model deficiency analysis.
- For the project schedule, Cory Wilkinson said the Needs Plan will include public workshops in March with review by the TPO and Advisory Committees in April and a recommended action in June. The Cost Feasible Plan is anticipated to start in June, public workshops in July, review by the TPO and Advisory Committees in August, and a recommended action in September.

C. Congestion Management Process

- Cory Wilkinson reviewed the Congestion Management Process via PowerPoint. The purpose of the Congestion Management Process is to develop a systematic process to effectively manage and operate the transportation system. A major update to the Congestion Management Process is completed every five years in conjunction with the update to the Long Range Transportation Plan. A minor update is completed annually. The eight categories of the Congestion Management Process are:
 - 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.
- Cory Wilkinson mentioned comments on the Congestion Management Process are due by the close of business on February 28, 2020. The Draft Congestion Management Process Major Update can be downloaded from the link below.
https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/2045_lrtp_documents.php.

D. Needs Plan

- Cory Wilkinson reviewed the Needs Plan via PowerPoint. The Needs Plan considers current and future transportation needs without consideration of financial constraints. The Needs Plan helps prioritize which projects should be funded to achieve a more efficient and interconnected transportation system.
- Cory Wilkinson added there was discussion by Freight, Port of Pensacola, and Pensacola International Airport representatives at the January 21, 2020 Steering Committee Meeting. Briefings

from Naval Air Station (NAS) Whiting Field and Pensacola NAS will occur at this Steering Committee Meeting.

- Gary Kramer added that Eglin Air Force has indicated that the Navarre Bypass, which was an aspirational project in the 2040 Long Range Transportation Plan Needs Plan, be removed from the 2045 Long Range Transportation Plan.
- Randy Roy, from NAS Whiting Field, presented the following three items for consideration in the 2045 Long Range Transportation Plan Needs Plan development.
 - Have FDOT add SR87N to the Strategic Intermodal System (SIS) or designated to be part of the Strategic Highway Network (STRAHNET). This North/South coordinator connector and its transportation need in support of NAS Whiting Field has been a topic of discussion/initiative for County/Navy/Congressional over the last several years. SR87, its use and impacts are also outlined in the Santa Rosa County Comprehensive Plan (i.e. interconnected roadway networks, coastal evacuation). This could be part of the planned SR87 connector going north.
 - Consider corridor management/turn lane extension on SR87N and the intersection of Langley. Traffic throughput/management has been a safety concern over the years due to the changes in base protection posture/personnel recall, etc. (approximately 3,200 people travel daily to and from NAS Whiting Field).
 - Consider shoulders/bike/walking paths along Munson Highway. This effort would enhance pedestrian traffic and tie the Blackwater River Heritage trail into the long range Office of Greenways and Trails initiative. The Blackwater River Heritage trail system runs to and adjacent to NAS Whiting Field.
- Steve Opalenik, of Pensacola NAS, could not attend the Steering Committee Meeting, but provided a PowerPoint regarding the following items for consideration in the 2045 Long Range Transportation Plan Needs Plan development which Cory Wilkinson presented. In an e-mail, Steve Opalenik mentioned the last Joint Land Use Plan was completed in 2003 for Pensacola NAS and did not specifically identify transportation needs outside the gate. The Joint Land Use Study for Pensacola NAS is slated for an update this year and Escambia County has the lead.
 - Consideration for two westbound dedicated lanes onto Corry Station NAS Pensacola rationale:
 - Current plans to reconfigure and activate (security gate house/sentry) the Corry Station South Gate (IVO Navy Mall).
 - South Gate will become Corry Station primary 24/7 gate
 - Anticipated future growth at Corry Station.
 - Relieves congestion at Chiefs Way and Prieto Drive-a residential area.
 - Dedicated truck entrance lane with signage/signal on South Blue Angel Parkway (SR 173) south of Gulf Beach Hwy (SR 292) to West Gate. NAS Pensacola rationale:
 - Trucks/Commercial deliveries are directed to the West Gate for entrance and inspection, unless previously cleared.
 - Commercial traffic is directed to the West Gate from all area directions.
 - With two primary southbound lanes, commercial traffic is delayed with daily peak traffic and high volume events (Blue Angels practice, Air Show, visitors).
 - A third lane (south of Gulf Beach Highway) would allow for dedicated commercial traffic through the inspection gate.
 - The West Gate is the designated visitor entrance for National Naval Aviation Museum, Pensacola Lighthouse, and National Park Service attractions all of which has totaled up to 900,000 visitors per year.
 - Dedicated right turn lane on New Warrington Road (SR 295) extending north from Chiefs' Way. NAS Pensacola rationale:
 - Corry Station East Gate is approximately ¼ mile west of New Warrington Road.
 - Backups occur on New Warrington Road and during peak traffic periods entering Corry Station East Gate at Chiefs Way.

- Dedicated turning lane would allow free flow of traffic southbound on New Warrington Road during peak periods.
- Lane changes on South Navy Blvd (SR 295) to support Enclave/Main Gate improvements, signals, and overhead directional signage. NAS Pensacola rationale:
 - Planning is ongoing to enclave the installation and improve the functionality and security of the Main Gate.
 - Main Gate improvements would be a precursor to a larger enclave plan that would separate the Department of Defense operational traffic from the non-Department of Defense visitor traffic.
 - Southbound lane adjustments, signage and electronic signalization would distinguish use of lanes to properly channel traffic to the correct entrance.
 - False entrance turnarounds at the Main Gate are troublesome to security operations and pose a potential risk.
- Extending 4 lanes on Blue Angel Parkway (SR 173) north of Sorrento Road. NAS Pensacola rationale:
 - Supports evacuation routes, SIS from West Gate, and commercial truck route.
- Improve street lighting on South Navy Boulevard (SR 295), south of Gulf Beach Highway (SR 292). NAS Pensacola rationale:
 - Security for students, overall improvement to the area.
- Additional street lighting on New Warrington Road (SR 295) south of Chiefs' Way. NAS Pensacola rationale:
 - Security for students from Corry Station, security for general public, overall improvement to the area.
- Public Transportation.
 - Escambia County Area Transit is an important link for many employees that support NAS Pensacola functions.
 - Proposed route cuts are understandably budget based. NAS Pensacola supports public transportation for service members and employees and will work with local agencies to find a balance.
- Cory Wilkinson referenced the working draft Regional Transportation Model Output spreadsheet, which was e-mailed to the Steering Committee Members, with a map projected on the screen. The Existing plus Committed (E+C) network (FY 2014/2015 to 2023/24) from the Northwest Florida Regional Planning Model was run with the 2045 Land Use to create a list of deficiencies to review. Deficient segments displayed were Volume / Capacity ratios of 0.9 or greater. Remedies for deficiencies are roadway widening, roadway diets, corridor management studies, or do nothing. The segments have been condensed to meaningful segments. Constrained facilities have been added to the spreadsheet. The spreadsheet is a work in progress as it will be vetted at another Steering Committee Meeting, Public Workshops, and the TPO and Advisory Committees.
- Cory Wilkinson and Gary Kramer recommended the following projects should be considered for inclusion in the 2045 Long Range Transportation Plan Needs Plan and will be discussed at the next Steering Committee Meeting.
 - Bayfront Parkway – what was outcome of feasibility study?
 - I-10 Devine Farm to Frank Reeder Rd overpass.
 - Clarification on truck parking overutilization North of I-10 and West of U.S. 29.
 - Review of 2040 Long Range Transportation Plan Needs Plan.
 - Orange Beach projects.
 - Lillian bike-ped projects list.
 - Pensacola Beach roundabouts.
 - Downtown Pensacola projects.

- SIS Needs and Cost Feasible Projects.
- Gary Kramer recommended the next Steering Committee Meeting be held prior to the public workshops. March 16th was agreed upon by the Steering Committee Members as the date for the next Steering Committee Meeting.
- Gary Kramer requested the Steering Committee Members provide any recommended additions to the Draft 2045 Needs Plan Spreadsheet by March 9th. The Steering Committee Members indicated they will provide any recommended additions to the Draft 2045 Needs Plan Spreadsheet by March 9th.
- Mike Ziarnik asked what is meant by a “Constrained Facility” and why is West Cervantes Street from North A Street to North Palafox Street not listed as a “Constrained Facility”?
- Cory Wilkinson answered a “Constrained Facility” is a facility that has been identified as a policy or political constraint for prohibiting a roadway from being widened. West Cervantes Street from North A Street to North Palafox Street was not identified in the West Cervantes Street Corridor Management Plan as a potential Road Diet and was not initially identified as a “Constrained Facility.”

E. Comments from Committee Members and Public

- Councilwoman Ann Hill asked if all improvements on Cervantes Streets could be listed as a “Constrained Facility” and concurred with Mike Ziarnik’s previous comment.
- Gary Kramer answered FDOT and local governments need to be in consensus with that request.
- Bryant Paulk added the Needs Plan is a list of Needed Projects regardless of funding. We are in the Needs Plan portion of the Long Range Transportation Plan. Ultimately the Needs Plan will need to be narrowed down to a Cost Feasible Plan based on projected revenues through the year 2045.
- A comment card was received from Teresa Hill which stated, “Please do not Widen West Cervantes.”
- Sean Bullington mentioned Muscogee Road and Beulah Road are needed projects because of the growth in these areas.
- Rand Hicks stated he wishes to retain a productive relationship with the Emerald Coast Regional Council to help promote and comment on the Long Range Transportation Plan to maintain civic unity.
- Gary Kramer answered presentations to community groups are being arranged not just presentations at Public Workshops.
- Christian Wagley stated there needs to be a shift away from car centric projects to more multimodal projects.
- Teresa Hill mentioned a question was received from the Live Streaming of the Meeting on Facebook. When will the Needs Plan be finalized?
- Gary Kramer replied this is first cut of the 2045 Long Range Transportation Plan Needs Plan as Cory Wilkinson explained in the PowerPoint presentation. The Needs Plan will be presented at three public workshops anticipated the week of March 23, 2020, additional Steering Committee Meetings, at the April TPO and Advisory Committees as a draft, and for recommended action at the June TPO meeting with review by the Advisory Committees.
- Mike Ziarnik questioned the validity and sophistication of the model. He asked how mobility, complete streets, projected growth, number of automobiles, and mode shift are accounted for in the transportation model. Will connected and autonomous vehicles be addressed in the Long Range Transportation Plan?
- Gary Kramer replied that the transportation model is a regional transportation model developed with agreed upon standards by Florida Department of Transportation that are used by the TPOs in Florida. It is a Highway Only Model with a minimal modal split. The base year and horizon year data were presented by FDOT’s consultant which was reviewed by a Land Use Subcommittee that consisted of members of the TPO’s Technical Coordinating Committee. The socio-economic data has an

attribute for number of automobiles by Traffic Analysis Zone in the Transportation Model. Connected and Autonomous Vehicles are addressed in the adopted Goals and Objectives and will be referenced in the Long Range Transportation Plan Final Report.

F. Next Steps

- Gary Kramer iterated the Congestion Management Process comments are due by the close of business on February 28, 2020. The Congestion Management Process will be an action item at the April TPO and Advisory Committees. The Needs Plan will be presented at Public Workshops in March, a Draft at the April TPO and Advisory Committee Meetings, and a recommended action at their June Meetings.
- Gary Kramer added the next Steering Committee Meeting will focus on a recommendation for the Needs Plan to be presented at the Public Workshops as well as briefings from Escambia County Area Transit and Baldwin Regional Area Transit System.

G. Adjournment

- The meeting was adjourned by Chairman Powell.

April 20, 2020 STEERING COMMITTEE MEETING

SUMMARY

**2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #7
April 20, 2020 GoTo Meeting Summary**

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Vince Beebe, ALDOT Urban Liaison
Mike Ziarnek, Technical Coordinating Committee
Zakkiyyah Osuigwe, Technical Coordinating Committee
Terri Malone, Technical Coordinating Committee
Barbara Mayall, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee
Andrea Levitt Kvech, Pensacola International Airport
Colette Wiedeman for Tonya Ellis, Escambia County Area Transit

Members Not Attending

Rickey Fitzgerald, FDOT Freight
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Matthew Brown, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Sean Bullington, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee

Others Attending

Trevor Schaettle Florida House of Representatives Alex Andrae's Office
Ann Hill, City of Pensacola City Council
John Singley, Studio 850
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Jill Lavender, Emerald Coast Regional Council
Jessica Paul, Emerald Coast Regional Council
Rob Mahan, Emerald Coast Regional Council
Caitlin Cerame, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Jessica Smith, HDR
Taylor Laurent, HDR
Chelsea Williams, HDR
Melissa Porcaro, HDR
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee GoTo Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.
- Chairman Powell requested Gary Kramer and Cory Wilkinson to present the items on the agenda.

B. Update on the Process and Schedule

- Gary Kramer stated the Steering Committee reviews the various products in the development of the Long Range Transportation Plan. The Steering Committee also provides recommendations to the TPO and Advisory Committees after hearing and commenting on detailed presentations of the various products. The purpose is to have most of the questions answered prior to the TPO and Advisory Committee Meetings.
- Gary Kramer added the Congestion Management Process Major Update was discussed at the last Steering Committee Meeting and was presented as an information item at the TPO and Advisory Committee Meetings in February.
- Cory Wilkinson reviewed a PowerPoint slide on the Needs Plan process. The first step in the Needs Plan development process is running the Northwest Florida Regional Transportation Model with the Existing Plus Committed Network (Projects that have been constructed or will be constructed by 2024) with the 2045 Socio-Economic Data. A listing of deficiencies was developed and the General Planning Consultant and the TPO Staff developed the draft 2045 Needs Plan which is being presented to the Steering Committee today.
- Cory Wilkinson indicated the intent is to have the Long Range Transportation Plan approved by the TPO prior to November 3, 2020 which is the five year deadline between Long Range Transportation Plans.

C. Draft 2045 Needs Plan Map and Spreadsheet

- Cory Wilkinson explained the Draft 2045 Needs Plan spreadsheet by scrolling over each column and then explained what the column headings and the spreadsheet tabs at the bottom of the page. The detailed column explanations were types of projects, new categories for corridor / complete streets projects, volume-to-capacity (v/c) number, project location by community, project location with respect to special emphasis areas such as transit routes, Strategic Intermodal System (SIS) facility, or along Advanced Traffic Management System (ATMS) corridors, and whether the project is new for the 2045 Plan. There are approximately 68 new 2045 projects identified.
- Cory Wilkinson then zoomed in and out of the interactive map to explain the different project types and the attribute table when clicking on a project.

D. Projects Needing Additional Direction from Steering Committee Members

- Cory Wilkinson mentioned that he and Gary Kramer have developed a list of projects from the Draft 2045 Long Range Transportation Plan Needs Plan that need direction from the Steering Committee Members. These projects are listed below with the recommendations after the projects were discussed with the Steering Committee Members.
 - **W. Jackson Street**: What should the limits be for the corridor study? Mike Ziarnik will discuss this project with his representatives at the city and e-mail Cory Wilkinson and Gary Kramer the City of Pensacola's position on this proposed project. Terri Malone e-mailed a map showing the limits that Escambia County has for this proposed project.

- **W. Jordan Street:** What should the limits be for the corridor study? Include Maxwell / Jordan two-way conversion evaluation? Mike Ziarnik indicated the City of Pensacola does not want any additional Capacity Projects in the Long Range Transportation Plan. The City of Pensacola is trying to avoid another West Cervantes Street type of improvement. Mike Ziarnik will discuss this project with his representatives and e-mail Cory Wilkinson and Gary Kramer the City of Pensacola's position on this proposed project.
- **Olive Road:** With the recent improvements to Olive Road (underway), should further capacity improvement be recommended? Terri Malone recommended that this project not be included in the 2045 Long Range Transportation Needs Plan.
- **E. Johnson Road:** Should capacity improvement be recommended? Terri Malone recommended that this project not be included in the 2045 Long Range Transportation Needs Plan.
- **Port Access and Bayfront Parkway:** We've identified the need for a corridor study along Bayfront Parkway but also need to balance that with the designated Port truck access routes consistent with the Port Master Plan. Is there clarification on the limits of the Bayfront corridor study and port access routes? Bryant Paulk indicated a new Feasibility Study for this corridor is needed once City's of Pensacola's requested for a Pedestrian Boulevard and the Port's recommendation for a study for improvements to their existing routes can be a consensus recommendation. Mike Ziarnik will discuss this project with both the Port of Pensacola and City of Pensacola representatives and send an e-mail to Cory Wilkinson and Gary Kramer.
- **US 29 Connector:** Is there still a desire for a US 29 connector / west bypass (shown as 2045 Needs Plan Project #47)? Should this improvement be from Nine Mile Road to Muscogee Road or from Nine Mile Road to US 29. Terri Malone will discuss with the Escambia County representatives and will e-mail Cory Wilkinson and Gary Kramer Escambia's County's recommendation on this proposed project.
- **Kingsfield Road:** Is there a preferred new alignment? Terri Malone e-mailed a diagram for the preferred alignment.
- **Express Transit Route:** Is there a desire for an express bus route from Pensacola to Gulf Breeze to Navarre to Hurlburt Field? Colette Wiedeman iterated that currently the Escambia County Area Transit Route does not go beyond Gulf Breeze on US 98. Zakkiyyah Osuigwe added that Santa Rosa County is in favor of this project because the Transportation Disadvantaged Program is the only transportation service that currently exists in Santa Rosa County. Gary Kramer added that by 2045 this alternative mode project would be needed. The Steering Committee Members agreed to leave this project in the Draft 2045 Long Range Transportation Plan Needs Plan.
- **Seasonal Transit Route:** Is there a desire for seasonal bus route from Pensacola to Perdido Key to Orange Beach/Gulf Shores? Colette Wiedeman stated a route to Perdido Key was tried a few years ago and did not generate enough ridership. Griffin Powell stated because the summer beach season and attractions in Orange Beach, the City of Orange Beach would be in favor of this projects. The Steering Committee Members requested that Baldwin Regional Area Transit System needs to provide input on this improvement as well. Barbara Mayall requested Tonya Ellis' input on this project. Colette Wiedeman restated that a route to Perdido Key was tried a few years ago and did not generate enough ridership. The Steering Committee Meeting deferred to the TPO Board on a recommendation for this project.
- **Autonomous Vehicle Circulating Route:** Is there a desire to consider a circulating autonomous vehicle pod service circulating on camps at University of West Florida? Colette Wiedeman indicated ECAT is ok with this project just so long as it is understood it will be awhile before it comes to fruition. Colette Wiedeman recommended to follow-up with the University of West Florida and provided a contact for the University of West Florida.
- **Is Foley Beach Express at Canal Road grade-separated Interchange or an at-grade intersection improvement?** Griffin Powell recommended this improvement be a grade-separated interchange because of the Cross Island Parkway. Griffin provided a map illustrating the proposed location of the Cross Island Parkway.
- **Park and Ride lots:** Are there specific locations desired for park and ride lots? The Steering Committee Members did not provide any additional locations for park and ride lots.

- **Electric Vehicle Charging Stations:** Are there specific locations desired for electric vehicle charging stations? The Steering Committee Members recommended this improvement be included as a written paragraph in the final report because the exact locations cannot be recommended at this time.
- **SR 87 SIS to Whiting Field:** What are the recommended limits of the SIS Corridor? Should the limits be from the Whiting Field to the Alabama Line because of the proposed SR 87 Connector or should the limits be from US 90 to the Alabama Line. Zakkiyyah Osuigwe will discuss with the Santa Rosa County and Whiting Field representatives and will provide an e-mail response to Cory Wilkinson and Gary Kramer.
- **Truck Pulloff Parking off of US 29.** Gary Kramer requested Cory Wilkinson to highlight the proposed location of truck pull-off facility off of US 29. Cory Wilkinson identified the location at the US 29 weigh station and added that this project was a result of the FDOT Freight presentation to the Steering Committee identifying the need for this project. The Steering Committee Members agreed with this proposed project.

E. Additional Needs Plan Projects

- Cory Wilkinson iterated that two additional projects were received from David Forte for potential inclusion into the Draft 2045 Needs Plan. Cory Wilkinson indicated the two projects will be added to the Draft 2045 Needs Plan. The two projects are:
 - Pace Boulevard from Main Street to the City Limits (Corridor/Complete Streets Improvements).
 - Garden Street from Pace Boulevard to Alcaniz Street (Corridor/Complete Streets Improvements).
 - A list of additional potential projects was submitted by the City of Pensacola by David Forte via e-mail after the meeting.
- The Steering Committee Members asked when the due date is to submit comments or additional projects for potential inclusion in the Draft 2045 Needs Plan?
- Gary Kramer responded a due date to request additional projects for potential inclusion in the Draft 2045 Needs Plan will be included in the May TPO and Advisory Committee's agenda enclosure since the enclosure is due to the TPO Coordinator this week.
- Vince Beebe apologized for joining the conference call late due to another conference call. He asked what projects he should be aware of.
- Cory Wilkinson reviewed the projects in the Orange Beach and Lillian areas with him.

F. Draft Congestion Management Process

- Gary Kramer iterated the Congestion Management Process Major Update was a review item at the February TPO and Advisory Committee Meetings. The draft was posted on the web site with comments requested by the close of business on February 24, 2020. Comments were received by the Florida Department of Transportation, the Federal Highway Administration, and David Forte. The comments and responses to the comments will be included in the May TPO and Advisory Committee agenda. The Congestion Management Process will be an action item at the May TPO and Advisory Committee Meetings.

G. Comments from Committee Members and Public

- Mike Ziarnik questioned the use of volume to capacity ratios for identifying roadway deficiencies and will relay his concerns to the city's leadership.
- Gary Kramer stated the use of a standard transportation model has been endorsed by the Florida Department of Transportation. Each of Transportation Planning Organizations in Florida use this standard transportation model for developing their Long Range Transportation Plans. The list of

deficiencies based on volume to capacity ratios is the standard practice for developing the first cut of the Long Range Transportation Plan Needs Plan for the Transportation Planning Organizations.

H. Next Steps

- Gary Kramer mentioned the 2045 Long Range Transportation Plan Needs Plan will be a review item at the May TPO and Advisory Committee Meetings and for action at their following meetings. The public involvement/workshop process is still being discussed by the TPO Staff based on the virtual meeting process due to the Corona Virus Pandemic.

I. Adjournment

The meeting was adjourned by Chairman Powell.

MAY 26, 2020 STEERING COMMITTEE MEETING

SUMMARY

2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #8
May 26, 2020 GoTo Meeting Summary

Members Attending

Bryant Paulk, FDOT Urban Liaison
Vince Beebe, ALDOT Urban Liaison
Mike Ziarnik, Technical Coordinating Committee
Zakkiyyah Osuigwe, Technical Coordinating Committee
Terri Malone, Technical Coordinating Committee
Andrea Levitt Kvech, Pensacola International Airport

Members Not Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Rickey Fitzgerald, FDOT Freight
Christy Johnson FDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Tonya Ellis, Escambia County Area Transit
Matthew Brown, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Sean Bullington, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee
Barbara Mayall, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee

Others Attending

Lian Li, Federal Highway Administration—Alabama Division
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Jill Lavender, Emerald Coast Regional Council
Mary Jo Gustave, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee GoTo Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan. He mentioned Chairman Griffin Powell could not attend the Steering Committee Meeting.
- Gary Kramer reviewed the attendance list so the attendance of participants could be included in the meeting summary.

B. Update on the Process and Schedule

- Gary Kramer stated the 2045 Long Range Transportation Plan Needs Plan was presented as a review item to the TPO and Advisory Committees at their May meetings. The Congestion Management Process Major Update was approved by the TPO in May. It is anticipated the Steering Committee will meet two more times for the development of the Cost Feasible Plan. The Needs Plan will be an action item at the July TPO and Advisory Committee Meetings. The 2045 Long Range Transportation Plan needs to be adopted by November 3, 2020 to maintain the five year requirement between Long Range Transportation Plans.

C. Existing Plus Committed and Draft Needs Plan Deficiency Maps

- Cory Wilkinson displayed the Existing Plus Committed Network and Draft Needs Plan Deficiency Maps. The Existing Plus Committed Network was run with the 2045 Socio-Economic Data to obtain a list of roadway deficiencies to see what projects needed additional capacity in the 2045 Needs Plan. After coding the draft Needs Plan projects, the Needs Plan projects were then run with the 2045 Socio-Economic Data to develop a Draft Needs Plan Deficiency Map. Cory Wilkinson then toggled back forth on the maps to illustrate the Draft 2045 Needs Plan resolved most of the deficiencies.
- Cory Wilkinson mentioned that Scenic Highway and Perdido Key Drive are constrained facilities so no roadway widening projects are proposed in the Draft 2045 Needs Plan for those roadways. The interchange at 9th Avenue and I-10 caused deficiencies on I-10 and 9th Avenue. The other Needs Plan deficiencies are addressed by Corridor Management Plans/Complete Street Projects.

D. Draft 2045 Needs Plan Interactive Map and Spreadsheet

- Cory Wilkinson reviewed the Draft 2045 Needs Plan Spreadsheet headings and tabs with the Steering Committee Members. The headings are the Map IDs for the 2045 and 2040 Needs Plan, Project Type, three categories of Volume to Capacity Ratios (Very Congested, Congested, and Borderline), Volume to Capacity Ratios for the Existing Plus Committed Network and Needs Plan Model runs, if the project is on a transit route, if the project considers Port and Truck improvements, if the project benefits the Military, if the project is on the Strategic Intermodal System, if the project is needed beyond 2045 or Illustrative Project, if the project is near a coastal high hazard area, if the project is on the Advanced Traffic Management System network, If the project is policy or environmentally constrained, the roadway segment, the length of the project, Census Designated Place of the project, Project Description, Project Type, Federal Funding if the project is in the Transportation Improvement Program, if the project is in past Needs Plans, and notes related to the project.
- Cory Wilkinson identified the tabs on the bottom of the spreadsheet as all of the 2045 Needs Plan Projects, Illustrative or projects that are needed beyond 2045, Public Transportation, Operational Projects, and Priorities provided by the Airport, the Port, and the Military.
- Cory Wilkinson displayed the interactive Needs Plan Map. If you click on a specific project, different attributes regarding the project appear on the screen. An important tool of the interactive map is the different layers that can illustrate project impacts. These different layers are the TPO Boundaries, Functional Classification, National and State Parks, Wildlife Management Areas, State Forests, Fish and Wildlife Management Areas, Military Installations, City Limits, Urban Areas, Census Places, and Federal Lands.

E. Projects Needing Additional Direction from Steering Committee Meeting Members

- Cory Wilkinson mentioned the following Draft 2045 Needs Plan projects need additional direction from the Steering Committee.
- **College Parkway Extension**. Cory Wilkinson mentioned this project was included in the 2040 Long Range Transportation Plan. It has been carried over in the Draft 2045 Long Range Transportation Plan Needs Plan. Cory Wilkinson requested Mike Ziarnek to follow-up with him to see if the City of Pensacola still supports this capacity project being included in the 2045 Long Range Transportation Plan Needs Plan. Mike Ziarnek indicated he will coordinate with the City of Pensacola personnel regarding the status of this project. Based on the direction from the City of Pensacola, this project has been removed from the Draft 2045 Needs Plan.
- **Creighton Road**. Cory Wilkinson mentioned this project was included in the 2040 Long Range Transportation Plan. It has been carried over in the Draft 2045 Long Range Transportation Plan Needs Plan. Cory Wilkinson requested Mike Ziarnek to follow-up with him to see if the City of Pensacola still supports this capacity project being included in the 2045 Long Range Transportation Plan Needs Plan. Mike Ziarnek indicated he will coordinate with the City of Pensacola personnel regarding the status of this project. Based on the direction from the City of Pensacola and Escambia County, this project has been removed from the Draft 2045 Needs Plan. The project has been replaced with a Corridor Management Plan/Complete Streets Project.
- **UWF Autonomous Bus Route**. Cory Wilkinson indicated that Chip Chism responded on UWF's behalf and indicated that UWF did not wish to pursue the Autonomous Bus Route at this time, but if anything changes, he will notify the TPO. As a result, the project has been removed from the Draft 2045 Needs Plan.
- **Chemstrand Road**. Cory Wilkinson reviewed the Chemstrand Road Widening Project with the Steering Committee members to see if this project should remain the Draft 2045 Needs Plan. Terri Malone replied after the meeting that because of the anticipated growth in the Nine Mile Road area in the future, Escambia County recommends that this project remain as capacity improvement in the Draft 2045 Needs plan.
- **East Bay Boulevard Corridor Management Plan**. Cory Wilkinson stated that the East Bay Boulevard Corridor Management Plan was presented to the TPO and Advisory Committees as a draft in May. As a result, no capacity projects are proposed along the corridor. Cory Wilkinson asked the Steering Committee Members if any projects from the Corridor Management Plan should be included in the Draft 2045 Needs Plan. Zakkiyyah Osuigwe indicated the proposed roundabouts are potential projects that may need to be included in the Draft 2045 Needs Plan. She will follow-up with Cory Wilkinson and Gary Kramer if Santa Rosa County recommends the proposed roundabouts from the East Bay Boulevard Corridor Management Plan be included in the Draft 2045 Needs Plan.
- **SR 87 SIS Route**. Cory Wilkinson reviewed the SR 87 SIS route that was provided by Shawn Ward and Zakkiyyah Osuigwe. The SR 87 SIS route follows the SR 87 Connector then follows SR 87 North to the state line. The portion on SR 87 North from US 90 to the SR 87 Connector has been removed from the Draft 2045 Needs Plan.
- **Seasonal Express Bus Route**. Cory Wilkinson discussed the Seasonal Express Bus Route from Escambia County Area Transit to Perdido Key to Orange Beach to Gulf Shores. Because Escambia County Area Transit had concerns with this project at the previous Steering Committee Meeting and the Alabama representation on the Steering Committee favored the project at the previous Steering Committee Meeting, the recommendation on this project for the Draft 2045 Needs Plan will be differed to the July TPO and Advisory Committee Meetings when the Draft 2045 Needs Plan is presented for action.

- **Park and Ride Lots.** Cory Wilkinson reviewed the potential Park and Ride Lots in the TPO Study Area that he has recommended for inclusion in the Draft 2045 Needs Plan. He recommended that the Steering Committee Members review these potential locations and see if any changes or additions are needed. Gary Kramer requested that ALDOT, FDOT, and the Emerald Coast Regional Council's rideOn program review these locations as well to see if any changes or additions are needed. Mary Jo Gustave replied she will coordinate with her contacts and will provide any changes or additions to Cory Wilkinson and Gary Kramer.
- **Vince Beebe/BRATS.** Gary Kramer asked Vince Beebe if ALDOT had any comments on the projects in Alabama. Vince Beebe indicated he will discuss the projects with other representatives of ALDOT and will provide any comments to Gary Kramer and Cory Wilkinson. Vince Beebe indicated he will contact the Baldwin Regional Area Transit System to see if they have comments on the public transportation projects such as the seasonal route that was previously mentioned. Vince Beebe stated that several projects have been funded with BUILD (Better Utilizing Investments to Leverage Development) Grants that may have potential impacts on the TPO area which have been shared with Gary Kramer.

F. Additional Needs Plan Projects

- Gary Kramer added that the Florida-Alabama Transportation Planning Organization's Bicycle Pedestrian Plan Projects will be added to the Draft 2045 Needs Plan. The projects have been requested from Caitlin Cerame, the Florida-Alabama Transportation Planning Organization's Bicycle/Pedestrian Planner.

G. Comments from Committee Members and Public

- Cory Wilkinson stated that comments regarding the 2045 Needs Plan have been received from Sean Bullington, Terri Malone, and David Forte.
- Mary Jo Gustave indicated public input for the 2045 Needs Plan will be handled virtually. She will arrange a meeting with Mary Beth Washnock, Gary Kramer, Cory Wilkinson, and the Public Involvement Staff to develop an agenda for the 2045 Needs Plan Public Participation Process.

H. Next Steps

- Gary Kramer mentioned the 2045 Long Range Transportation Plan Needs Plan will be an action item at the July TPO and Advisory Committee Meetings. Public participation will occur virtually in June. The Steering Committee will meet two more times July/August and September for the review and development of the 2045 Cost Feasible Plan. The 2045 Cost Feasible Plan will be a review item at the September TPO and Advisory Committee Meetings and approval at their October Meetings. A public participation process will occur between the September and October TPO Meetings.

I. Adjournment

- The meeting was adjourned at 4:30 p.m.

APPENDIX C – PUBLIC MEETING ADVERTISMENT AND RESPONSES

Draft 2045 Long Range Transportation Plan Needs Plan Virtual Public Meeting Advertisement

The Florida-Alabama Transportation Planning Organization (TPO) is currently updating the 2045 Long Range Transportation Plan. The Needs Plan portion of the 2045 Long Range Transportation Plan outlines the transportation needs anticipated for the next 20 plus years for portions of Escambia and Santa Rosa counties in Florida, and the City of Orange Beach and Community of Lillian in Alabama. As an everyday user of the transportation system, we want to hear about your community's need. Please take our short survey to share your thoughts!

<https://bit.ly/2Myy8BC>

The **Florida-Alabama Transportation Planning Organization (TPO)** will hold a virtual public workshop at **5:30 p.m., Tues., June 16, 2020**. To limit the potential spread of COVID-19, members of the community wishing to participate can tune in via video live stream or telephone.

Join us Live on YouTube: www.ecrc.org/YouTube

OR

Join us via phone

United States: [+1 \(224\) 501-3412](tel:+12245013412)

Access Code: 944-923-517

Join the conversation on Facebook: www.facebook.com/emeraldcoastregionalcouncil

Public input is valuable to the TPO, we encourage our communities to submit input through a variety of avenues. Comments can be submitted via eComment Card, email, or phone, learn how at www.ecrc.org/FLAL2045LRTP. Stay involved, sign up to get transportation updates emailed directly to you at: <https://bit.ly/2AD2a4D>

In compliance with the Americans with Disabilities Act, reasonable accommodations to access the meeting, and for limited English proficiency, are available upon request. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services should contact Public Involvement **toll-free 800-226-8914 or TTY 711**, at least 48 hours in advance. Para informacion en espanol, puede llamar a **Ada Clark al 850-332-7976, ext. 278 or TTY 711**. Si necesita acomodaciones especiales, por favor llame 48 horas de antemano.

Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who believe they have been discriminated against on these conditions may file a complaint with the **Title VI Coordinator, 850-332-7976, ext. 220**.

The [Florida-Alabama TPO](#) is staffed by the [Emerald Coast Regional Council](#), a regional entity providing professional technical assistance, planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance the quality of life in northwest Florida.

**June 16, 2020 Draft 2045 Long Range Transportation Plan Needs Plan Virtual Public Meeting
Summary**

- 1. To what degree is the TPO helping steer employers to telecommuting to avoid expensive roadway projects?**

Transportation Demand Management Techniques such as staggered work hours, telecommuting, park and ride lots at Avalon and I-10 and Scenic and I-10, alternate routes, and Car Pools with co-workers are some of the techniques to explore when you are frequently stuck in traffic while trying to get to work. The Emerald Coast Regional Council who staffs the TPO also has a ride-On program that can assist employers with the benefits of telecommuting.

- 2. With Covid-19 response leading to more telecommuting and less commuting to work, how will the Long Range Transportation Plan account for this pandemic event?**

Socio-economic data such as employment are included in the Traffic Analysis Zones of the Regional Transportation Model base year during each Long Range Transportation Plan update. 2015 is the base year for the 2045 Long Range Transportation Plan. The TPO staff works with the Department of Transportation to review this socio-economic data. The DOT anticipates having two data sets for the 2020 Employment information (before Covid-19 and during Covid-19) for the 2020 base year for the 2050 Long Range Transportation Plan. Revenue projections are based on Vehicle Miles of Travel. Thus, revenue projections for 2020 are likely to be less than previous years because of less people on the roadways and more people working from home. To account for situations such as the pandemic, the Long Range Transportation Plan is required to be updated every five years and must maintain a twenty year planning horizon. As a result, when the next Long Range Transportation Plan is completed, the Covid-19 pandemic is anticipated to be accounted for by being addressed in the socio-economic projections for 2020 (base year) and 2050 (horizon year).

- 3. Complete Streets project from Stewart Street to Willing Street is listed in the Project Priorities. What are examples of complete streets projects?**

Complete Street type projects are based on different area types. For a Central Business District like this project, Complete Street type of examples are sidewalks with tree canopy, bicycle lanes, on street parking, and low traffic speeds.

- 4. What is the status of Beulah Road and I-10 Interchange Road projects?**

I-10 at Beulah Road is currently the Number 2 TPO Priority for Strategic Intermodal System Funds. The Project Development and Environment (PD&E) Study and Design Phases are underway. Right-of-Way is funded in Fiscal Year 2025 in the amount of \$2,950,000. The priority is for additional Right-of-Way funding. For additional project information, visit the FDOT public information site <https://nwflroads.com/projects/433113-1>.

- 5. Can you add multimodal pathways to the legend?**

For this Long Range Transportation Plan, the TPO's Bicycle/Pedestrian Plan is part of the 2045 Needs Plan. The Bicycle/Pedestrian Projects are included in the layers tab instead of the legends tab because the TPO's Bicycle/Pedestrian Plan is a separate standalone document just like the Long Range Transportation Plan.

6. Are there any proposed roundabouts for the area?

Yes, there are five roundabouts included in the draft 2045 Needs Plan. Two on Pensacola Beach, two in Navarre on East Bay Parkway, and one on Perdido Key Drive at Johnson's Beach Road.

7. How did Alabama become involved in the TPO process?

Every 10 years based on the Census; the Federal Highway Administration submits boundaries for the Transportation Planning Organizations in Urbanized Areas over 50,000 population that have a contiguous boundary. After the 2000 Census, portions of Lillian were added to the Pensacola Urbanized Area. After the 2010 Census, Orange Beach was added to the Pensacola Urbanized Area. This Urbanized Area is now called the Pensacola, FL-AL Urbanized Area. The TPO needs to plan for transportation for the area that is anticipated to be urbanized in the next 20 years, so it includes a Metropolitan Planning Area that is larger than the Urbanized Area Boundary for transportation planning purposes.

8. When will the Long Range Transportation Plan be completed and how can you get a copy of the plan?

The 2040 Long Range Transportation Plan was adopted by the TPO on November 3, 2020. The 2045 Long Range Transportation Plan is anticipated to be adopted by the TPO on October 14, 2020 to meet the five year requirement between Long Range Transportation Plan Updates. Once the 2045 Long Range Transportation Plan is adopted, it will be included on the web site. The web site link will be e-mailed to the TPO, advisory committees, and interested parties.
https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/2045_lrtp_documents.php

9. Why does it take so long for a project to be completed?

Once the Long Range Transportation Plan is adopted, projects from the Cost Feasible Plan are included in a priorities list which the TPO adopts annually. Four different phases need to be completed before a construction project is open to traffic (Project Development and Environment (PD&E) Study, Design, Right-of Way, and Construction). These different phases each take approximately two years to complete. Roadway projects compete against each other for funding. Usually, DOT follows the TPO's priorities for funding projects. Therefore, a project needs to a high priority before it is usually included in the DOT Work Program for the four phases to be funded. Lastly, there are several needed projects in the Long Range Transportation Plan but only the projects based on anticipated funding, or the Cost Feasible Plan, are the projects that are considered for funding every year. Federal legislation mandates that the Long Range Transportation Plan be fiscally constrained.

APPENDIX D – SURVEY AND PIE CHARTS

Florida–Alabama Transportation Needs Plan Survey

The Florida–Alabama Transportation Planning Organization (TPO) is currently updating the 2045 Long Range Transportation Plan. As an everyday user of the transportation system, we want to hear about your community's transportation needs.

Please complete our short survey to share your thoughts!

Thinking into the future, what do you want transportation to look like in the next 20+ years? *

	Not Important At All	Somewhat Important	Neutral	Important	Very Important
Privately–owned Automobiles	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Shared Transportation (carpool, vanpool)	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Automated Vehicles (driverless vehicles)	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Bicycle and Pedestrian Improvements	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5

Do you feel an improved and expanded public transit service (automated or human–operated) would help alleviate traffic congestion?

Yes

No

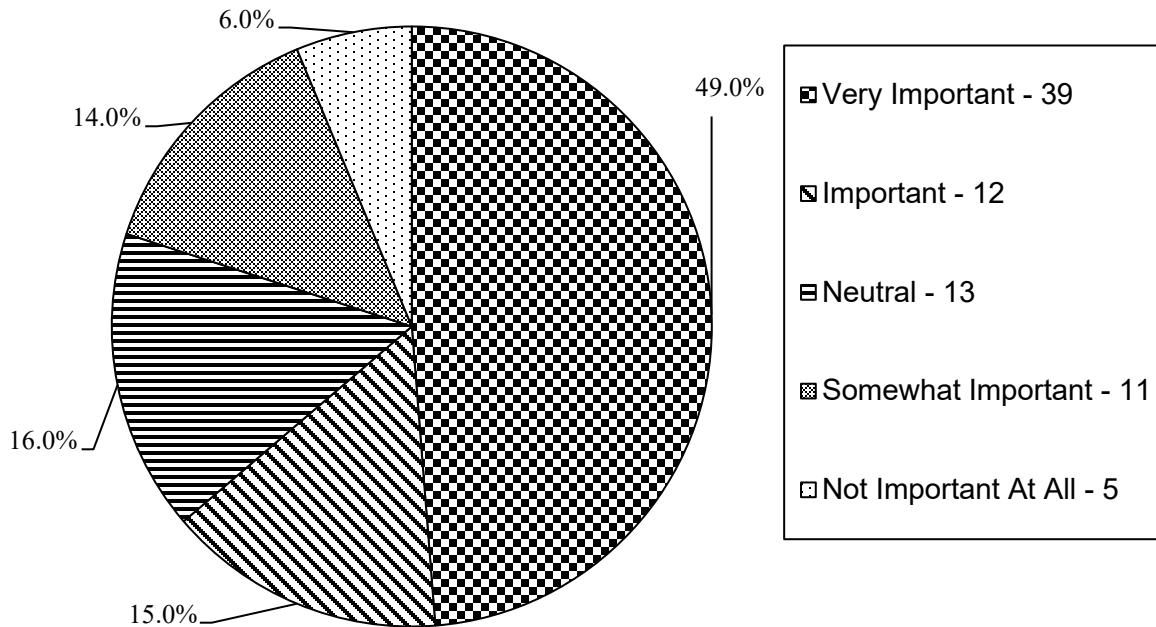
What other public transportation improvements do you feel are needed in the future?

What are the top 2 non–roadway improvement projects needed most in your area?

- ☐ Complete Streets Project (addressing modes other than single occupancy vehicles)
- ☐ Corridor Management (studies on safety, lighting, crosswalk)
- ☐ Public Transportation (adding transit bus and transit routes/stops)
- ☐ Bicycle and Pedestrian Facilities (recreational trails, sidewalk connectivity, multiuse trails)

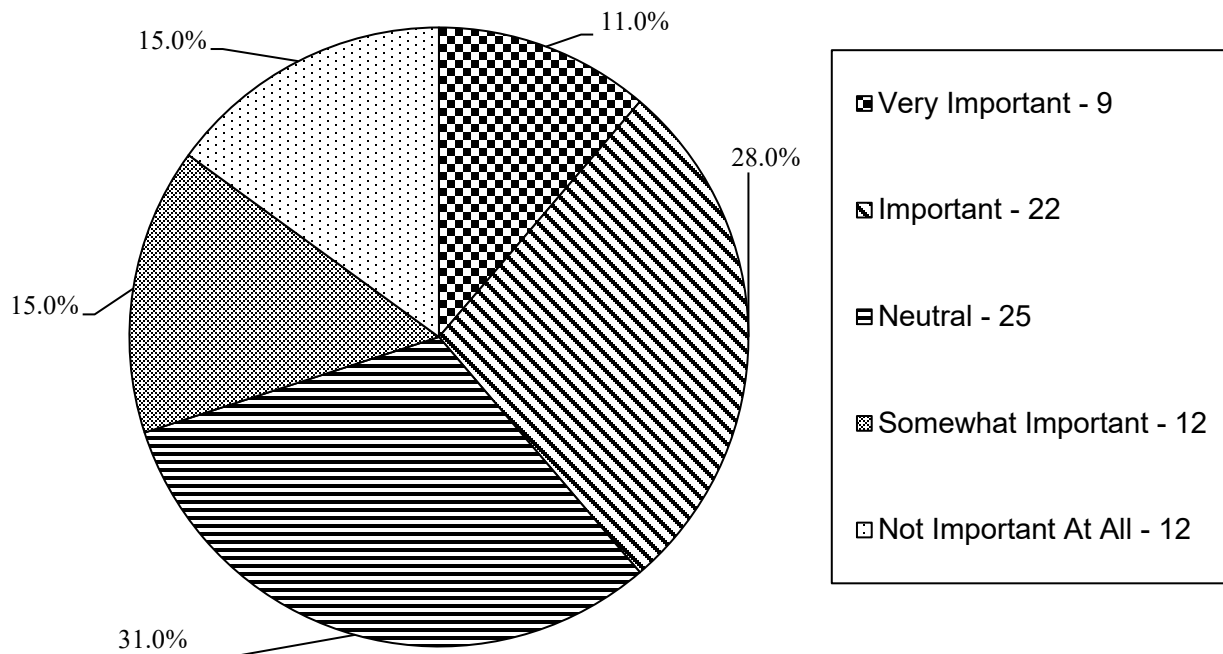
Please provide your zip code: *

What do you want transportation to look like in the next 20+ years? (Privately Owned Automobiles)



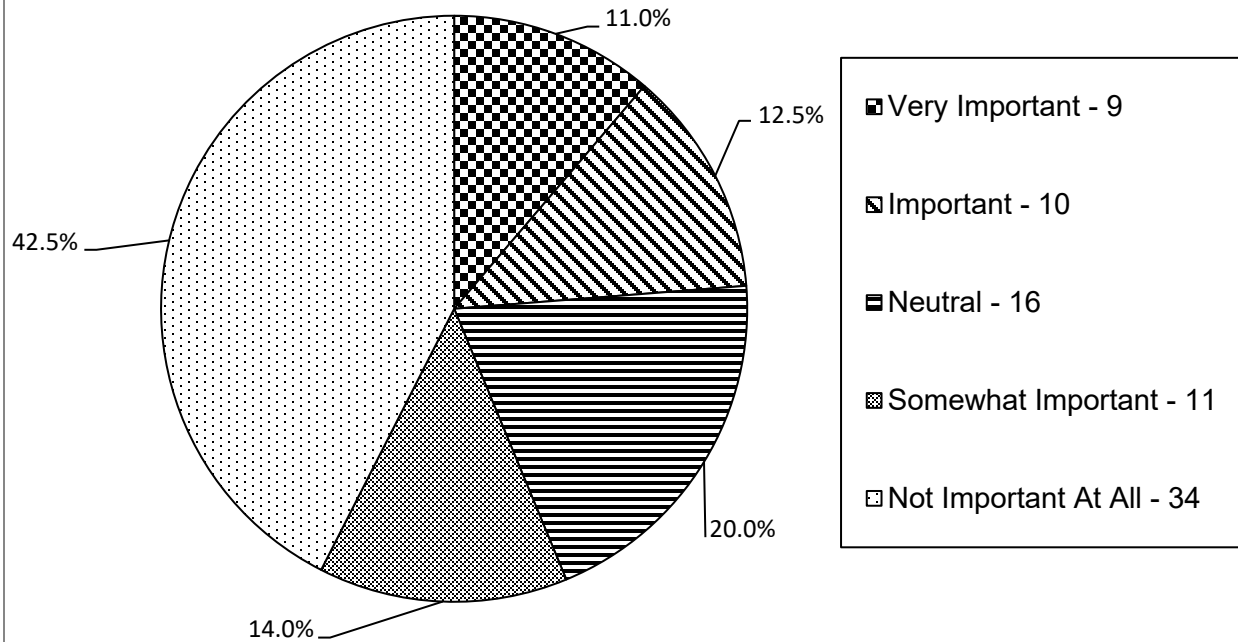
2045 Florida-Alabama Long Range Transportation Plan Needs Plan On-Line Survey June 8-19, 2020

What do you want transportation to look like in the next 20+ years? (Car Pools/Van Pools)



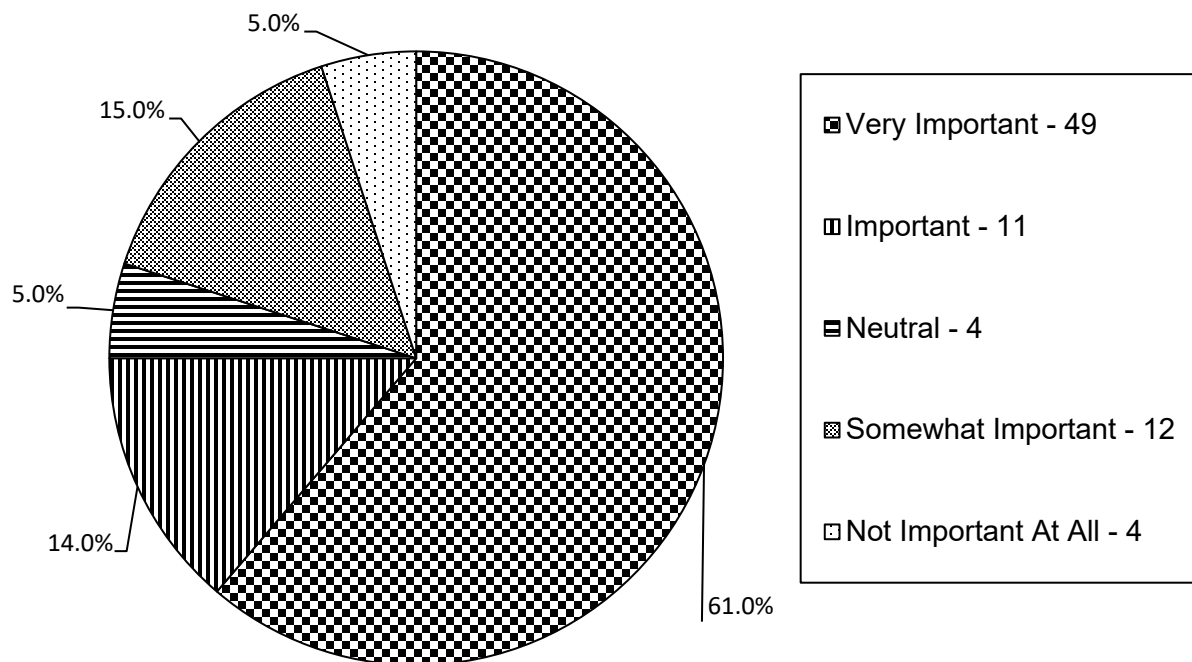
2045 Florida-Alabama Long Range Transportation Plan Needs Plan On-Line Survey June 8-19, 2020

What do you want transportation to look like in the next 20+ years? (Automated/Driveless Vehicles)



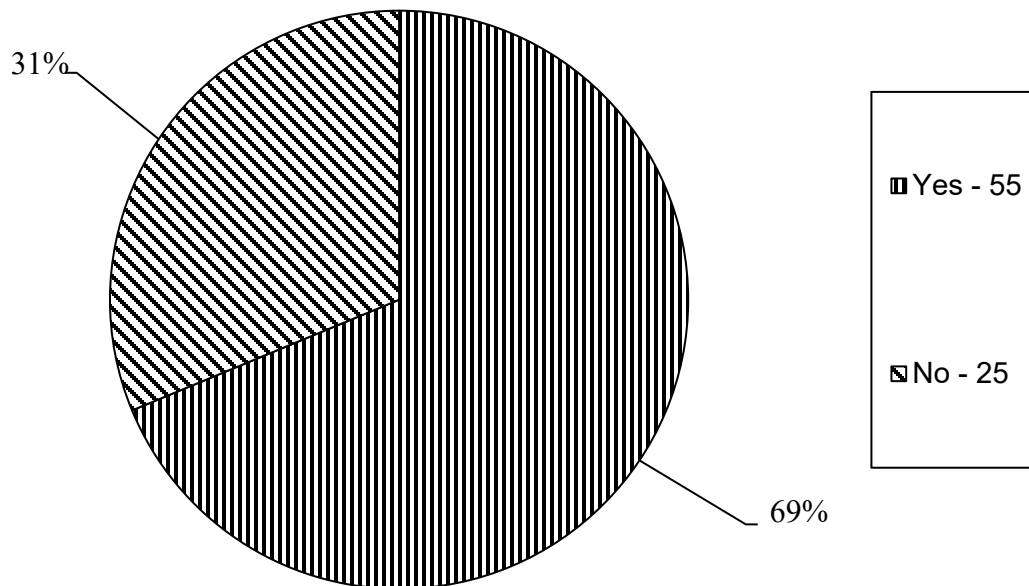
2045 Florida-Alabama Long Range Transportation Plan Needs Plan On-Line Survey June 8-19, 2020

What do you want transportation to look like in the next 20+ years? (Bicycle/Pedestrian)



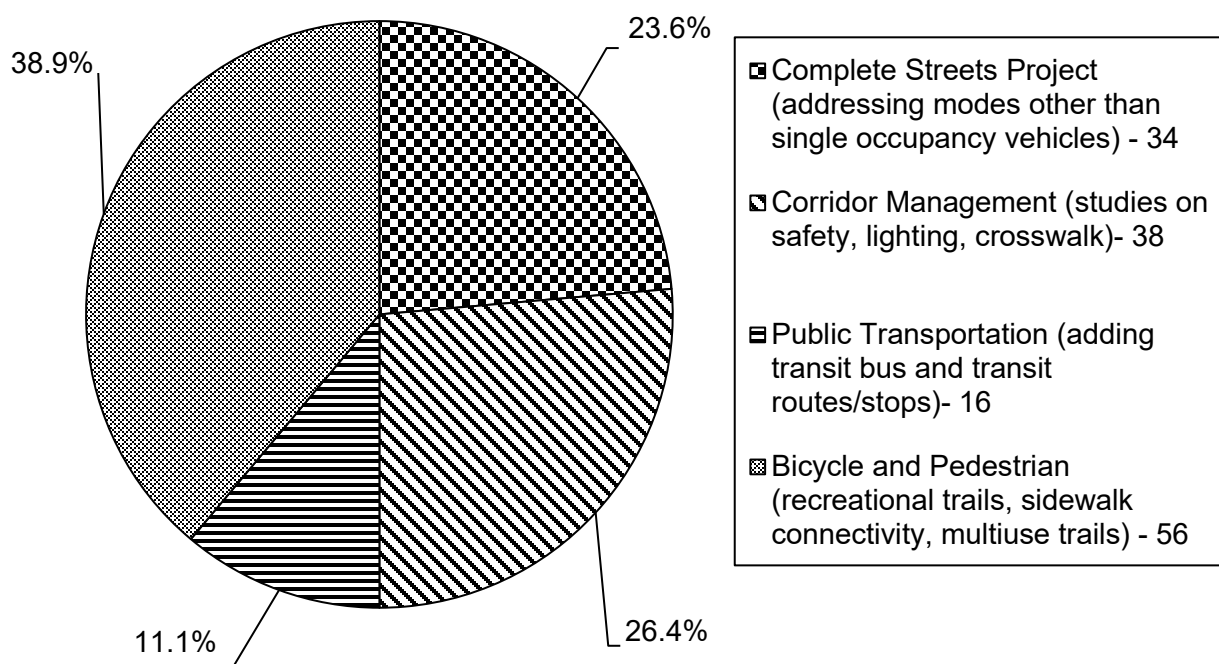
2045 Florida-Alabama Long Range Transportation Plan Needs Plan On-Line Survey June 8-19, 2020

Do you feel an improved and expanded public transit service (automated or human-operated) would help alleviate traffic congestion?



2045 Florida-Alabama Long Range Transportation Plan Needs Plan On-Line Survey June 8-19, 2020

What are the top 2 non-roadway improvement projects needed most in your area?



2045 Florida-Alabama Long Range Transportation Plan Needs Plan On-Line Survey June 8-19, 2020

APPENDIX E – UNIT COSTS

FLORIDA PROJECT 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 Intrastate 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 resurface 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 resurface 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 component 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

		Cost Per Square Foot
	New Bridge Construction	
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.

ALABAMA PROJECT UNIT COSTS

TO BE USED FOR PRELIMINARY COST ESTIMATES ONLY
CHART UPDATED OCTOBER 2012 (MAJOR UPDATE 2007)

ZONE	GRADE AND DRAIN PER MILE COST X \$1000								BASE AND PAVE PER MILE COST X \$1000							
	2 LANE NEW CONSTRUCTION				4 LANE NEW CONSTRUCTION				2 LANE NEW CONSTRUCTION				4 LANE NEW CONSTRUCTION			
	F	R	H	M	F	R	H	M								
I	803	1177	1048	2077	1420	2104	2923	3975	1507				2731			
II	720	983	1395	1690	1186	1720	2555	3574	1352				2418			
III	609	762	1177	1385	919	1420	2171	2939	1220				2130			
IV	651	1011	1454		1169	1754	2321		1412				2551			
V	540	845	1274		969	1536	2037		1232				2286			
VI	443	720	1094		785	1319	1837		1077				1684			

F - FLAT TERRAIN
R - ROLLING TERRAIN
H - HILLY TERRAIN
M - MOUNTAINOUS TERRAIN



SIGNING	
INTERCHANGE (URBAN INTERSTATE)	\$60,000 EACH
INTERCHANGE (RURAL INTERSTATE)	\$70,000 EACH
INTERSECTION (4 LANE X 4 LANE)	\$40,000 EACH
INTERSECTION (4 LANE X 2 LANE)	\$30,000 EACH
INTERSECTION (2 LANE X 2 LANE)	\$20,000 EACH

TRAFFIC HANDLING	
5 LANE (WIDEN TO ONE SIDE)	\$30,000 MI
5 LANE (WIDEN SYMMETRICAL)	\$60,000 MI
4 LANE (2 LANES EXISTING)	\$12,500 MI
EXISTING INTERSECTION	\$3,500 EACH
CROSSOVERS	\$12,000 EACH
NEW LOCATION INTERSECTION	\$2,500 EACH
ADVANCE WARNING SIGNS	\$10,000 EACH

UTILITY COST*	
2 LANE RURAL	\$540,000 MILE
2 LANE URBAN	\$1,700,000 MILE
4 LANE RURAL	\$850,000 MILE
4 LANE URBAN	\$3,125,000 MILE

RIGHT OF WAY COST**	
2 LANE RURAL	\$550,000 MILE
2 LANE URBAN	\$1,500,000 MILE
4 LANE RURAL	\$1,400,000 MILE
4 LANE URBAN	\$2,900,000 MILE

* UTILITY COST ESTIMATES FROM UTILITY SECTION
ROW COSTS ESTIMATES FROM THE ROW BUREAU IF TIME IS A FACTOR,
JUST USE THE ABOVE DATA.

ADDITIONAL OVERHEAD (add to subtotal for total construction cost)
1.3% ENGINEERING CONTROLS
9.7% MOBILIZATION
15% E & I
PRELIMINARY ENGINEERING IS 15% OF TOTAL CONSTRUCTION COST
BREAKDOWN FOR P.E. 3% FOR CORRIDOR STUDY
 5% FOR SURVEY
 5% FOR GRADE AND DRAIN PLANS
 2% FOR BASE AND PAVE PLANS
INDIRECT COST (NON-APD) 13.63%
INDIRECT COST (APD) 9.64%

URBAN SECTION	
BASE & SURFACE (4" SURFACE)	\$96 YD ²
GRADE AND DRAIN	\$38 YD ³
CURB AND GUTTER	\$15 L.F.
SIDEWALK	\$35 YD ²
STORM DRAIN	\$60 L.F.
INLETS	\$3,750 EA
BASE (ONLY)	\$15 YD ²
1" SURFACE (OVERLAY)	\$15 YD ²
8" CONCRETE PAVEMENT	\$50 YD ²
BORROW (IN PLACE)	\$20 YD ³
SIGNALIZED INTERSECTION	\$150,000 EA
BARRIER RAIL	\$100 LF
TEMPORARY BARRIER RAIL	\$65 LF
RETAINING WALL	\$40 FT ²

G&D 2' BACK OF CURB OR BACK EDGE OF SIDEWALK B&P 1.5' BACK OF CURB		
Factors		
	GD	BP
3-Lane**	1.2	1.4
5-Lane*	0.9	1.1
6-Lane*	1.3	1.5
7-Lane*	1.1	1.8
8-Lane*	1.6	1.9
2-Lane to 3-Lane**	0.85	0.75
2-Lane to 5-Lane**	1.1	1.3
2-Lane to 7-Lane**	1.4	1.7
16' Ramp**	0.85	0.75
Add 12' Lane**	0.85	0.75
*Apply to 4-Lane New Location Cost **Apply to 2-Lane New Location Cost		

RAILROADS	
SIGNALS	\$200,000 EA
CROSSING SURFACE	\$2,000 T.F.
RELOCATE TRACK	\$300 T.F.
SWITCHES	\$1,500 EA
R.R. BRIDGE OVER ROADWAY	\$5,000 L.F.

BRIDGES	
SMALL	\$85 FT ²
RIVER	\$125 FT ²
CULVERT	\$325 YD ³ Concrete
REMOVE OLD BRIDGE	\$10 FT ²
DETOUR (26' WIDE)	\$50 FT ²
RIP RAP	\$30 YD ²
WIDENING	\$75 FT ²

SECONDARY ROADS	
GRADE AND DRAIN	\$195,000 MI
BASE AND PAVE	\$110,000 MI
GRAVEL OVERLAY	\$8 YD ²
BASE AND PAVE OFF SITE DETOUR:	
TRAVEL WAY	\$25 YD ²
SHOULDERS	\$15 YD ²
REMOVE PAVEMENT	\$6 YD ²
REMOVE DETOUR	2 % G,D,B,&P COST

Alabama Department of Transportation Design Bureau Location Section

APPENDIX F – 2045 NEEDS PLAN MAP AND PROJECTS

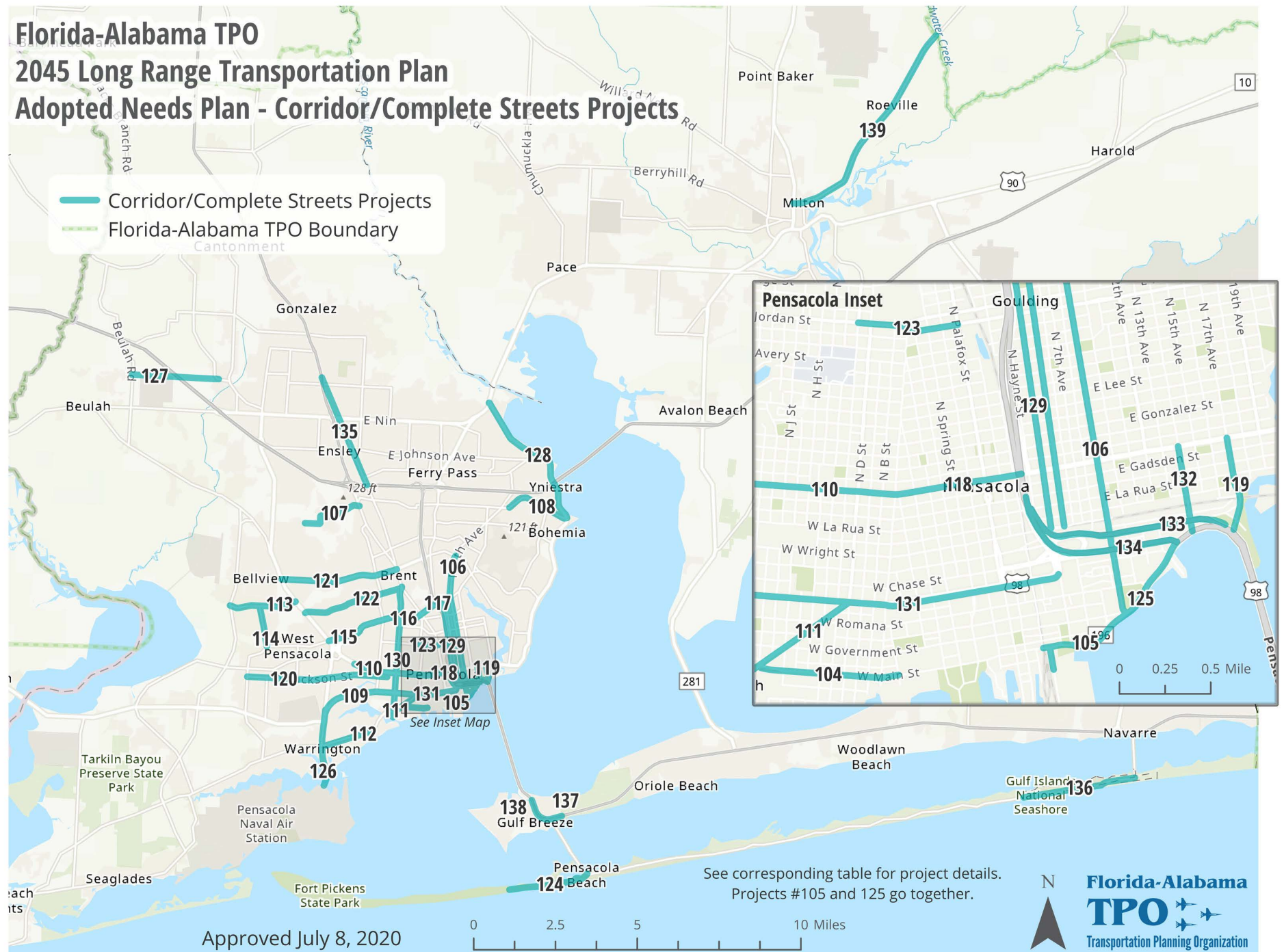
Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Needs Plan - Capacity Projects



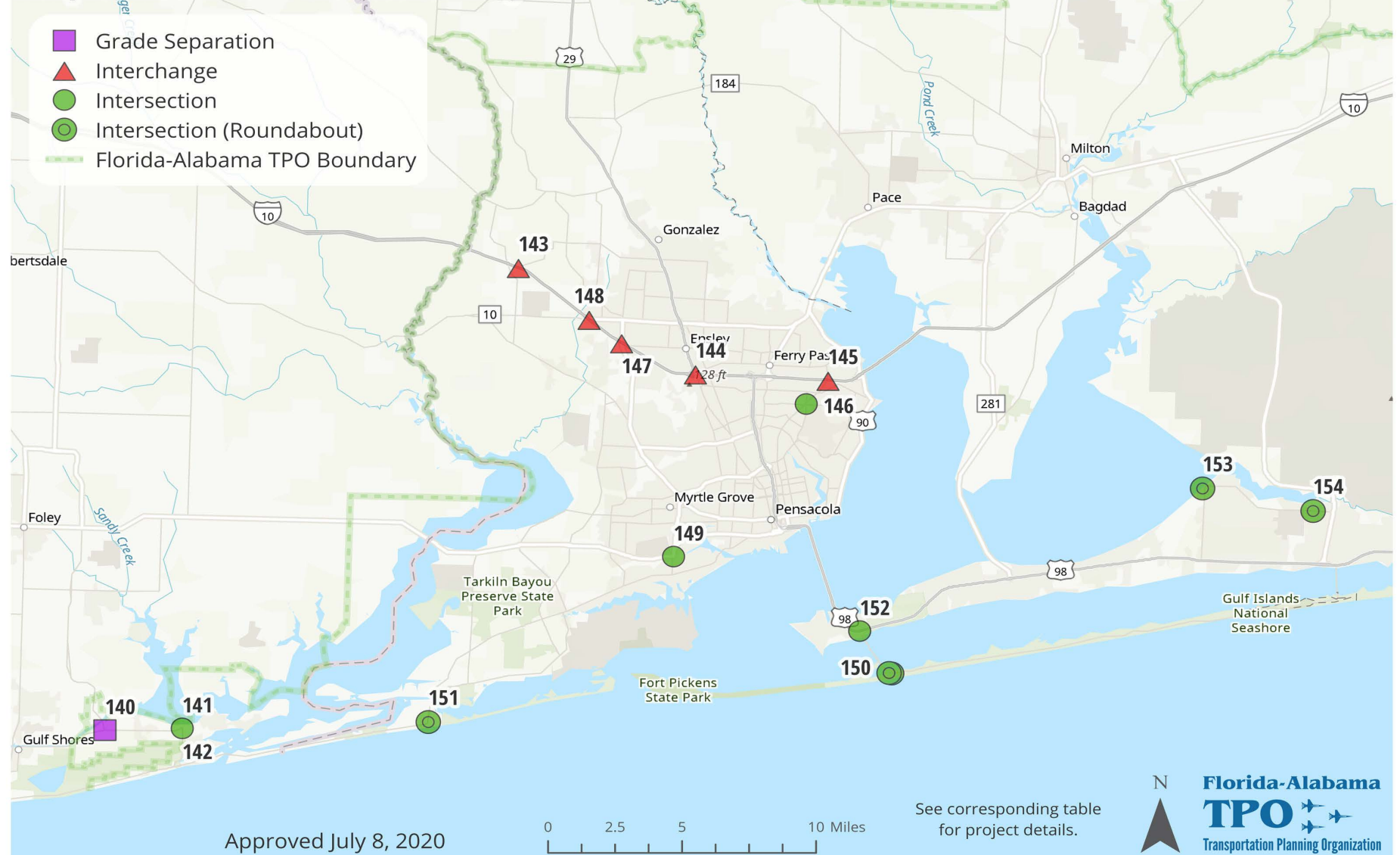
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Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Needs Plan - Corridor/Complete Streets Projects



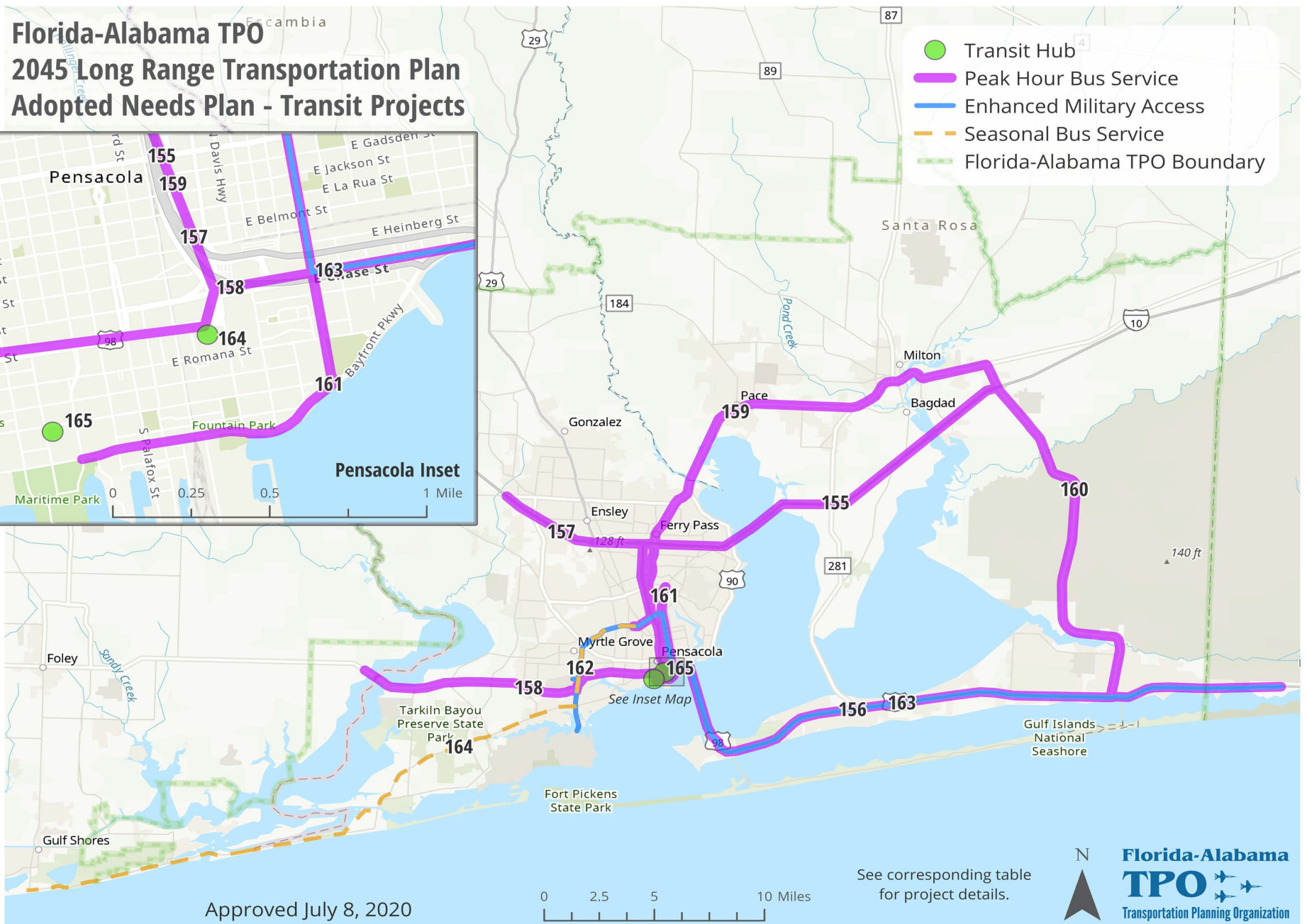
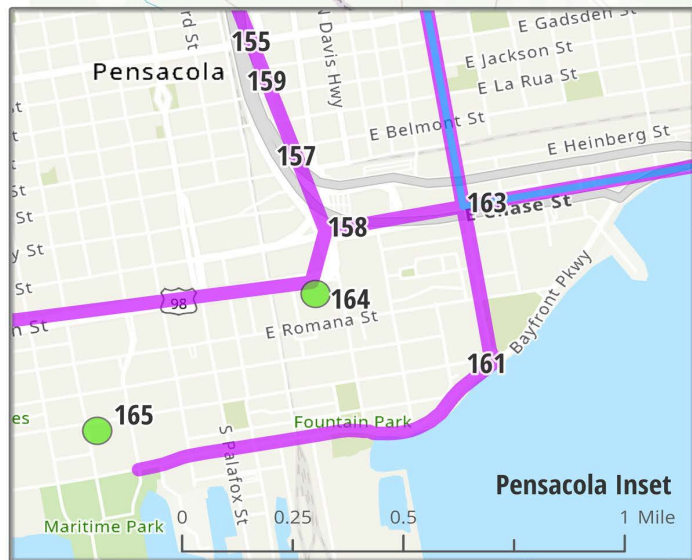
Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Needs Plan - Intersection Projects



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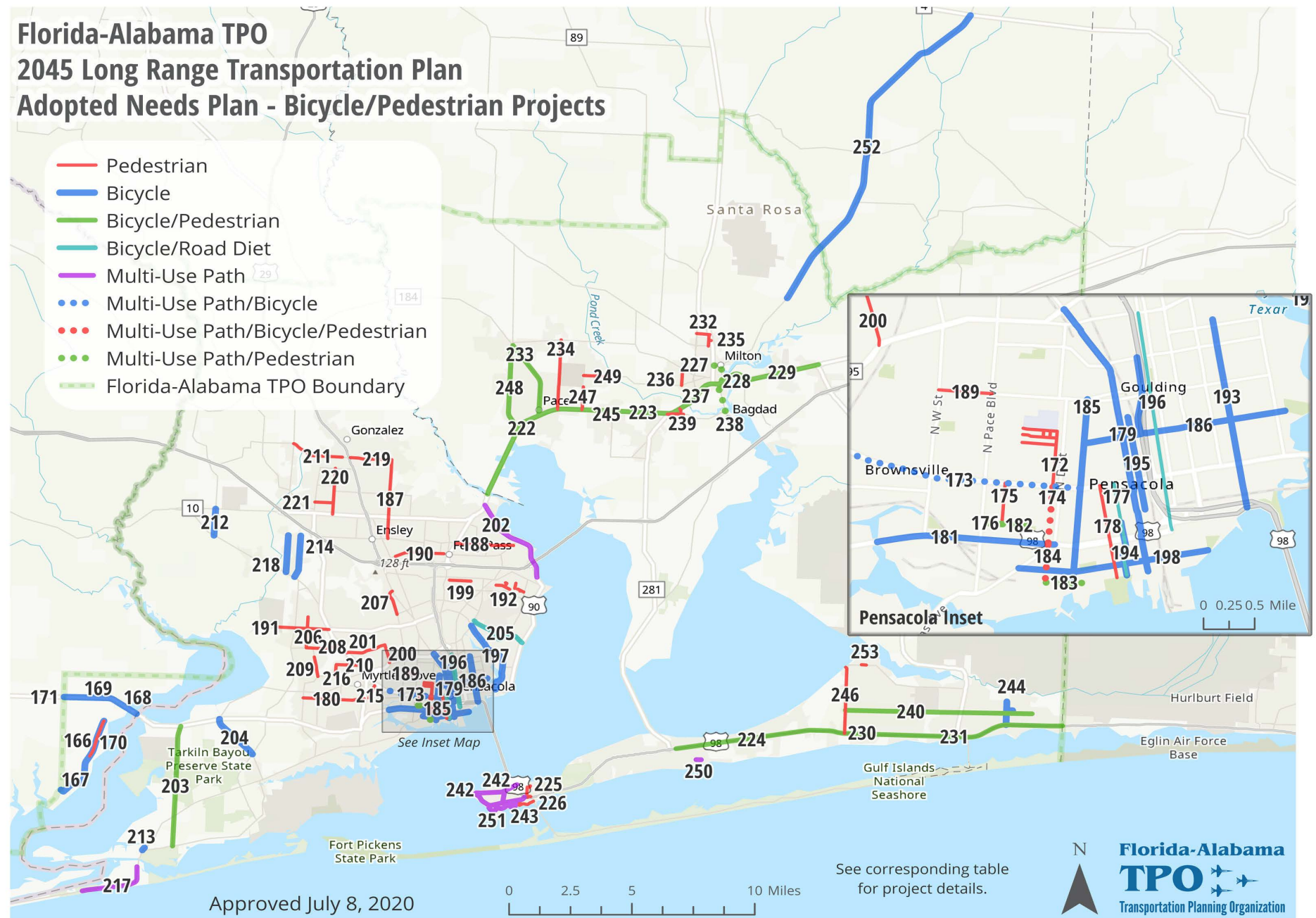
Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Needs Plan - Transit Projects



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Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Needs Plan - Bicycle/Pedestrian Projects



10/1/2020

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MAP ID	Project	Corridor	From	To	County
1	Capacity	US 90	Us 90 / US 98 Connector	Florida/Alabama State Line	Baldwin
2	Capacity	US 90 / US 98 New Connector	US 98 (SR 30)	US 90 (SR 10)	Baldwin
3	Capacity	US 98	US90/US98 Connector	Florida/Alabama Line	Baldwin
4	Capacity	AL Cross Island Connector (Foley Beach Ext.)	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin
5	Capacity	AL SR 180 (Canal Road)	SR 59	Foley Beach Express	Baldwin
6	Capacity	AL SR 180 (Canal Road)	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin
7	Capacity	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin
8	Capacity	Waterways North Project	North of CR 4 (Cotton Creek Drive)	Foley Beach Express	Baldwin
9	Capacity	Waterways South Project and Bridge	SR 180 (Canal Road)	North of CR 4 (Cotton Creek Drive)	Baldwin
10	Capacity	AL Traffic Operations Center	Traffic Operations Center	Traffic Operations Center	Baldwin
11	Capacity	AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin
12	Capacity	SR 742 (W. Burgess Road)	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia
13	Capacity	I-10	Alabama State Line	SR 99 (Beulah Road) Overpass	Escambia
14	Capacity	I-10	SR 99 (Beulah Road) Overpass	Pine Forest Road (SR297)	Escambia
15	Capacity	I-10	Pine Forest Road (SR297)	US 29 (SR 95)	Escambia
16	Capacity	US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia
17	Capacity	US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Escambia
18	Capacity	US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Escambia
19	Capacity	US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia
20	Capacity	SR 289 (Ninth Avenue)	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia
21	Capacity	SR 173 (S. Blue Angel Parkway)	SR 292 (Sorrento Road)	US 98	Escambia
22	Capacity	SR 173 (N. Blue Angel Parkway)	US 98	SR 296 (Saufley Field Road)	Escambia
23	Capacity	SR 173 (N. Blue Angel Parkway)	SR 296 (Saufley Field Road)	SR 297 (Pine Forest Road)	Escambia
24	Capacity	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	R 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point R	Escambia
25	Capacity	SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia

MAP ID	Project	Corridor	From	To	County
26	Capacity	SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Escambia
27	Capacity	SR 292 (Gulf Beach Hwy)	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia
28	Capacity	SR 297 (Pine Forest Road)	I-10 (SR 8)	US 90 (W. Nine Mile Road)	Escambia
29	Capacity	CR 297 (Pine Forest Road)	US 90A (W. Nine Mile Road)	Nine and 1/2 Mile Road	Escambia
30	Capacity	SR 727 (W. Fairfield Dr.)	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia
31	Capacity	SR 727 (N. Fairfield Dr.)	SR 298 (Lillian Hwy)	US 98	Escambia
32	Capacity	US 29 Connector West Bypass [Segment 2]	US 29 (SR 95)	Muscogee Road	Escambia
33	Capacity	US 29 Connector West Bypass [Segment 1]	Muscogee Road	I-10 New Interchange	Escambia
34	Capacity	US 90 (Mobile Hwy)	Florida / Alabama State Line	Mobile Highway / US 90	Escambia
35	Capacity	SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia
36	Capacity	I-10 new overpass	Frank Reeder Road	Devine Farm Road	Escambia
37	Capacity	CR 453 (North W. Street)	SR 296 (Beverly Parkway)	SR 750 (W. Airport Blvd)	Escambia
38	Capacity	US 98	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia
39	Capacity	US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia
40	Capacity	US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia
41	Capacity	SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Escambia
42	Capacity	SR 727 (S. Fairfield Dr.)	US 98	SR 292 (Gulf Beach Hwy)	Escambia
43	Capacity	US 90 (Mobile Hwy)	SR 295 (New Warrington Rd)	SR 297 (Pine Forest Road)	Escambia
44	Capacity	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia
45	Capacity	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia
46	Capacity	SR 298 (Lillian Hwy)	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia
47	Capacity	US 98	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia
48	Capacity	SR 296 (Brent Lane)	I-110	US 29 (N. Palafox St)	Escambia
49	Capacity	SR 296 (Saufley Field Road)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia
50	Capacity	SR 173 (S. Blue Angel Parkway)	SR 292 (Sorrento Road)	SR 292A (Gulf Beach Hwy)	Escambia
51	Capacity	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	Escambia

MAP ID	Project	Corridor	From	To	County
52	Capacity	Truck Parking	FDOT truck weigh station on US 29 near Pinoak Lane	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia
53	Capacity	Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)	E. Main Street and SR 196 (Bayfront Parkway)	Escambia
54	Capacity	US 29	Nine 1/2 Mile Road	State Line	Escambia
55	Capacity	Greenbrier Blvd Extension	E. Ten Mile Road / Guidy Lane	Campus Drive on University of West Florida (UWF)	Escambia
56	Capacity	US 90	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia
57	Capacity	SR 99 (Beulah Road)	US 90 (Mobile Hwy)	I-10 New Interchange	Escambia
58	Capacity	CR 749 (Chemstrand Road)	Nine Mile Road	Old Chemstrand Road	Escambia
59	Capacity	Well Line Road	US 29	CR 97 (Jacks Branch)	Escambia
60	Capacity	Kingsfield Road	CR 97 W	SR 99 (Beulah Road)	Escambia
61	Capacity	Quintette Road	US 29	CR 97 (Jacks Branch)	Escambia
62	Capacity	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia
63	Capacity	US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia
64	Capacity	US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia
65	Capacity	Muscogee Road Reconstruction	SR 99 (Beulah Road)	US 29 (SR 95)	Escambia
66	Capacity	US 98 (Lillian Hwy)	East end of Lillian Bridge	West end of Lillian Bridge	Escambia / Baldwin AL
67	Capacity	US 29 Connector East Bypass / CR 184 Quintette Rd	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Escambia / Santa Rosa
68	Capacity	Regional ATMS	Multiple Locations	Multiple Locations	Escambia / Santa Rosa
69	Capacity	CR 197A (Bell Lane)	CR 191B (Sterling Way)	US 90	Santa Rosa
70	Capacity	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	Santa Rosa
71	Capacity	Pea Ridge Connector Phase 2	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa
72	Capacity	I-10	SR 87 South	Okaloosa County Line	Santa Rosa
73	Capacity	SR 399 (Navarre Beach Causeway)	US 98 (SR 30)	SR 399 (Gulf Boulevard)	Santa Rosa

MAP ID	Project	Corridor	From	To	County
74	Capacity	Navarre Community Access Road	Edgewood Drive	Whispering Pines Blvd.	Santa Rosa
75	Capacity	CR 191B (Sterling Way)	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa
76	Capacity	Watkins Street Extension	US 90 (SR 10)	Sterling Way	Santa Rosa
77	Capacity	CR 184A (Berryhill Rd)	Five Points Intersection	W Spencer Field Rd	Santa Rosa
78	Capacity	Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa
79	Capacity	E. Spencer Field Road	US 90	Hamilton Bridge Road	Santa Rosa
80	Capacity	I-10	SR 281 (Avalon Boulevard)	SR 87 South	Santa Rosa
81	Capacity	US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa
82	Capacity	US 90	Simpson River Bridge	Third Avenue	Santa Rosa
83	Capacity	US 90	Third Avenue	CR 197A Bell Lane	Santa Rosa
84	Capacity	US 90	CR 197A Bell Lane	Glover Lane	Santa Rosa
85	Capacity	CR 197A (Woodbine Road)	US 90	Five Points Intersection	Santa Rosa
86	Capacity	Panhandle Trail Drive	US 98	East River Drive	Santa Rosa
87	Capacity	US 98 (Gulf Breeze Parkway)	Bayshore Road	Portside Drive	Santa Rosa
88	Capacity	US 98 (Gulf Breeze Parkway)	Portside Drive	Bergren Road	Santa Rosa
89	Capacity	US 98 (Gulf Breeze Parkway)	Bergren Road	Ramble Bay Lane	Santa Rosa
90	Capacity	US 98 (Gulf Breeze Parkway)	Ramble Bay Lane	Ortega Street	Santa Rosa
91	Capacity	US 98 (Gulf Breeze Parkway)	Ortega Street	Okaloosa County Line	Santa Rosa
92	Capacity	CR 197 (Chumuckla Hwy)	US 90	Five Points Intersection	Santa Rosa
93	Capacity	CR 197 (Chumuckla Hwy)	Five Points Intersection	Smyer Drive	Santa Rosa
94	Capacity	Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Santa Rosa
95	Capacity	SR 87	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa
96	Capacity	SR 87A New Connector	US 90	CR 191 (Munson Hwy)	Santa Rosa
97	Capacity	SR 87A New Connector	CR 191 (Munson Hwy)	SR 87N	Santa Rosa
98	Capacity	US 90	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa
99	Capacity	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa
100	Capacity	US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa
101	Capacity	Becks Lake Road RR Crossing	US 29	Becks Lake Road	Escambia
102	Capacity	US 29 RR Crossing	US 29	Muscogee Road	Escambia
103	Capacity	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Wymart Road	Escambia

MAP ID	Project	Corridor	From	To	County
104	Corridor / Complete Streets	W. Main Street	Barrancas Avenue	S. Clubbs Street	Escambia
105	Corridor / Complete Streets	SR 196 (Main Street / Bayfront Parkway) (* goes with #125)	Alcaniz Street	US 98 / E. Chase Street	Escambia
106	Corridor / Complete Streets	SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia
107	Corridor / Complete Streets	Pinestead-Longleaf Connector	Wymart Road	US 29 (SR 95)	Escambia
108	Corridor / Complete Streets	SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia
109	Corridor / Complete Streets	US 98 (W. Navy Blvd)	SR 295 (N. Navy Blvd)	SR 453 (N. W Street)	Escambia
110	Corridor / Complete Streets	US 90 (W. Cervantes St)	Dominguez St	A Street	Escambia
111	Corridor / Complete Streets	SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia
112	Corridor / Complete Streets	SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia
113	Corridor / Complete Streets	CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia
114	Corridor / Complete Streets	Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia
115	Corridor / Complete Streets	SR 295 (W. Fairfield Dr.)	SR 295 (New Warrington Road)	SR 292 (N. Pace Blvd)	Escambia
116	Corridor / Complete Streets	SR 295 (W. Fairfield Dr.)	SR 292 (N. Pace Blvd)	US 29 (N. Palafox St)	Escambia
117	Corridor / Complete Streets	SR 295 (E. Fairfield Dr.)	US 29 (N. Palafox St)	SR 291 (N. Davis Hwy)	Escambia
118	Corridor / Complete Streets	US 90 (W. Cervantes St, and E. Cervantes St)	A St.	I-110	Escambia
119	Corridor / Complete Streets	17th Avenue	US 98 / Bayfront Parkway	US 90 (E. Cervantes)	Escambia
120	Corridor / Complete Streets	CR 298 (W. Jackson St)	SR 727 (N. Fairfield Dr)	A Street	Escambia

MAP ID	Project	Corridor	From	To	County
121	Corridor / Complete Streets	SR 296 (Beverly Pkwy / W. Michigan Ave)	US 29 (N. Palafox St)	US 90 (Mobile Hwy)	Escambia
122	Corridor / Complete Streets	Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia
123	Corridor / Complete Streets	W. Jordan Street	N. E Street	US 29 (N. Palafox St)	Escambia
124	Corridor / Complete Streets	Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia
125	Corridor / Complete Streets	Port Access to/from I-110 for port freight vehicles (* goes with #104)	Port of Pensacola	Port of Pensacola	Escambia
126	Corridor / Complete Streets	SR 295 (Navy Boulevard) [N and S segments]	SR 295 (New Warrington Road)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia
127	Corridor / Complete Streets	Frank Reeder Road / Devine Farm Road	SR 99 (Beulah Road)	CR 97 (Jacks Branch)	Escambia
128	Corridor / Complete Streets	US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia
129	Corridor / Complete Streets	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia
130	Corridor / Complete Streets	SR 292 (Pace Boulevard)	South of W. McLeod Street	US 29	Escambia
131	Corridor / Complete Streets	Garden Street	W Street	Alcaniz Street	Escambia
132	Corridor / Complete Streets	14th Avenue	Cervantes Street	Bayfront Parkway	Escambia
133	Corridor / Complete Streets	Gregory Street	I-110	Bayfront Parkway	Escambia
134	Corridor / Complete Streets	Chase Street	I-110	Bayfront Parkway	Escambia
135	Corridor / Complete Streets	CR 95A	I-10	US 29	Escambia
136	Corridor / Complete Streets	SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa
137	Corridor / Complete Streets	US 98 (Gulf Breeze Parkway)	CR 30A (Shoreline Drive)	Gulf Islands National Seashore Boundary	Santa Rosa
138	Corridor / Complete Streets	US 98 (Gulf Breeze Parkway)	Fairpoint Drive	CR 30A (Shoreline Drive)	Santa Rosa

MAP ID	Project	Corridor	From	To	County
139	Corridor / Complete Streets	CR 191 (Munson Highway)	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa

MAP ID	Project	Corridor	From	To	County
140	Major Intersection	AL Foley Beach Express	Foley Beach Express	at Canal Road	Baldwin
141	Major Intersection	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin
142	Major Intersection	AL SR 161 & SR 180 (Major Intersection Improvements)	SR 161 (Orange Beach Boulevard)	SR 180 (Canal Road)	Baldwin
143	Major Intersection	I-10 at SR 99 (Beulah Road)	I-10 at SR 99 (Beulah Road)	I-10 at (SR 99) Beulah Road	Escambia
144	Major Intersection	I-10 at US 29	I-10 at US 29	I-10 at US 29	Escambia
145	Major Intersection	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	Escambia
146	Major Intersection	SR 289 (Ninth Avenue)/Langley/Tippen	SR 289 (Ninth Avenue)/Langley/Tippen	SR 289 (Ninth Avenue)/Langley/Tippen	Escambia
147	Major Intersection	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	Escambia
148	Major Intersection	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	Escambia
149	Major Intersection	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	Escambia
150	Major Intersection (Roundabout)	Pensacola Beach Roundabouts (two)	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach access road	Escambia
151	Major Intersection (Roundabout)	Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia
152	Major Intersection	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	Santa Rosa
153	Major Intersection (Roundabout)	CR 399 (East Bay Boulevard)	Edgewood Drive	Edgewood Drive	Santa Rosa
154	Major Intersection (Roundabout)	CR 399 (East Bay Boulevard)	Andorra Street	Andorra Street	Santa Rosa

MAP ID	Corridor	From	To	County	Project Description
155	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia/Santa Rosa	Peak Hour Bus Service
156	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Escambia/Santa Rosa	Peak Hour Bus Service
157	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service
158	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service
159	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Escambia/Santa Rosa	Peak Hour Bus Service
160	Express Bus - Navarre East	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa/Okaloosa	Peak Hour Bus Service
161	Express Bus - Cordova - Downtown	Cordova Mall	Downtown Pensacola (City Hall)	Escambia	Peak Hour Bus Service
162	Express Bus - NAS Transit	Rosa Parks Transit Hub	NAS Pensacola, Corry Station	Escambia	Enhanced Military Access
163	Express Bus - Eglin / Hurlburt	Rosa Parks Transit Hub	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	Enhanced Military Access
164	Express Bus (Seasonal) - Orange Beach / Gulf Shores	Rosa Parks Transit Hub	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	Seasonal Bus Service
165	Downtown Pensacola Transit & ECAT Hubs	Reus and Government	Garden and Alcaniz	Escambia	Transit Hub

MAP ID	Project Description	Roadway	From	To	Submitted By	County
166	Paved shoulders on CR 99	CR 99	Carrier Drive	Spanish Cove Drive	ALDOT	Baldwin
167	Paved shoulders on CR 99	CR 99	CR 91	Carrier Drive	ALDOT	Baldwin
168	Paved shoulders on US 98 / SR 42	US 98 / SR 42	Barclay Avenue	Alabama State Line	ALDOT	Baldwin
169	Paved shoulders on US 98 / SR 42	US 98 / SR 42	Hillcrest Road	Barclay Avenue	ALDOT	Baldwin
170	Sidewalk on CR 99	CR 99	Carrier Drive	Spanish Cove Drive	ALDOT	Baldwin
171	Paved shoulders on US 98 / SR 42	US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Road	ALDOT	Baldwin
172	West Moreno	W. Lee St, N. G St, N. F St	E St, Blount, Blount	J St, Moreno, Moreno	City of Pensacola CRA	Escambia
173	West Cervantes St Corridor Improvements	West Cervantes	A St	Dominguez	City of Pensacola CRA	Escambia
174	W. Cervantes to Downtown Pensacola Connection via North "E" St (North)	N. E Main St	Garden St	Cervantes St	City of Pensacola CRA	Escambia
175	Connectivity from West Cervantes to Legion Field Park via North "L" Street	L St	West Cervantes	Legion Field Park	City of Pensacola CRA	Escambia
176	Connectivity to Global Learning via Gregory St	W Gregory St	L St	Pace Blvd	City of Pensacola CRA	Escambia
177	North Spring Street Improvements	N. Spring St	Garden St	Main St (South Segment)	City of Pensacola CRA	Escambia
178	North Reus Street Improvements	N. Reus St	Cervantes St	Main St	City of Pensacola CRA	Escambia
179	Palafox St - Road Diet/Rebalance	Palafox St	Fairfield, Cervantes, Southbound Hayne St, Maxwell, Guillemard St	Main, Yonge, Maxwell, Blunt, Wright St	City of Pensacola BAC	Escambia

MAP ID	Project Description	Roadway	From	To	Submitted By	County
180	Jackson Street Sidewalks	Jackson St	Fairfield Dr	New Warrington Rd	Escambia County	Escambia
181	Navy Boulevard Bicycle Lanes	W Navy Blvd	Bayou Chico Bridge	SR 292/Barrancas Ave	Escambia County	Escambia
182	Connectivity to Legion Field Park via Gregory St	Gregory St	L St	G St	City of Pensacola CRA	Escambia
183	Connectvity to North "E" St via Main St	W. Main St	E St	Clubbs St	City of Pensacola CRA	Escambia
184	W. Cervantes to Downtown Pensacola Connection via North "E" St (South)	N. E Main St	Main St	Garden St	City of Pensacola CRA	Escambia
185	"A" Street - Roadway Rebalance	A St	Maxwell St	Main St	City of Pensacola BAC	Escambia
186	Blount St Roadway Rebalance	Blount St	20th Ave	A St	City of Pensacola BAC	Escambia
187	Chemstrand Road Sidewalks	Chemstrand Road	Johnson Ave	Kingsfield Rd	Escambia County	Escambia
188	Johnson Avenue Sidewalks	Johnson Ave	Davis Hwy	Olive Rd	Escambia County	Escambia
189	Jordan Street Sidewalks	Jordan St	Pace Blvd	W St	Escambia County	Escambia
190	Olive Road West Sidewalks	Olive Rd	RR	existing sidewalks	Escambia County	Escambia
191	Saufley Field Road Sidewalks	Saufley Field Rd	Mobile Hwy	Saufley Field Gate	Escambia County	Escambia
192	Scenic Heights Parks & School Connectivity				City of Pensacola	Escambia
193	14th Avenue - Roadway Rebalance/Sharrows	14th Ave	Haynes, Haynes, Cervantes	Bayfront, Cervantes, Gregory	City of Pensacola BAC	Escambia

MAP ID	Project Description	Roadway	From	To	Submitted By	County
194	Spring St Rebalance	Spring St	Gregory St	Main St	City of Pensacola BAC	Escambia
195	Hayne St/Guillemard St Protected Bike Lanes	Haynes, Guillemard	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	City of Pensacola BAC	Escambia
196	Dr. MLK Blvd Two-Way Conversion	Dr. MLK Blvd	Texar Drive	Garden St	City of Pensacola BAC	Escambia
197	Bayou Blvd Protected Bike Lanes	Bayou Blvd	12th Ave	Scenic Hwy	City of Pensacola BAC	Escambia
198	Government St Roadway Rebalance	Government St	Barrancas St	9th Ave	City of Pensacola BAC	Escambia
199	Burgess Road Sidewalks	Burgess Road	Lanier Dr	Existing Sidewalks	Escambia County	Escambia
200	Hollywood Ave Sidewalks	Hollywood Ave	Fairfield Dr	Massachusetts Ave	Escambia County	Escambia
201	Massachusetts Sidewalks	Massachusetts Ave	Mobile Hwy	Hollywood Ave	Escambia County	Escambia
202	Scenic Highway Multi-Use Trail	Scenic Hwy	Baywoods Dr	N Davis Hwy	Escambia County	Escambia
203	Bauer Road Sidewalks and Bike Lanes	Bauer Road	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia County	Escambia
204	Dog Track Road Bicycle Lanes	Dog Track Road	Blue Angel Pkwy	US 98/SR 30	Escambia County	Escambia
205	Summit Boulevard - Road Diet/Rebalance	Summit Blvd	12th Ave, 12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail, Scenic Hwy	City of Pensacola BAC	Escambia
206	Muldoon Road Sidewalks	Muldoon Rd	Cerny Rd	Bellview Ave	Escambia County	Escambia

MAP ID	Project Description	Roadway	From	To	Submitted By	County
207	W Street Sidewalks	W St	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia County	Escambia
208	Cerny Road Sidewalks	Cerny Road	Muldoon Rd	Mobile Hwy	Escambia County	Escambia
209	Patricia Drive Sidewalks	Patricia Dr	Santa Barbara St	Fairfield Dr	Escambia County	Escambia
210	Tonawanda Dr Sidewalks	Tonawanda Dr	Mobile Hwy	61st Ave	Escambia County	Escambia
211	Kingsfield Road Sidewalks	Kingsfield Rd	297A	Tate Road 61	Escambia County	Escambia
212	Beulah Road Bicycle Lanes	Beulah Road	Mobile Highway	9 Mile Road	Escambia County	Escambia
213	Sorrento Road Shoulders/Bicycle Lanes	Sorrento Rd	Innerarity Point Rd	Segura Dr	Escambia County	Escambia
214	8 Mile Creek Rd Bicycle Lanes	8 Mile Creek Road	SR 90	Wilde Lake Blvd	Escambia County	Escambia
215	Old Corry Field Road Sidewalks	Old Corry Field Rd	Jackson St	Lillian Hwy	Escambia County	Escambia
216	61st Avenue Sidewalks	61st Avenue	Tonawanda Dr	Fairfield Dr	Escambia County	Escambia
217	Perdido Key Drive Multi-Use Path	Perdido Key Dr	Park Entrance	Theo Bridge	Escambia County	Escambia
218	Klondike Road Bicycle Lanes	Klondike Rd	SR 90	Wilde Lake Blvd	Escambia County	Escambia
219	E. Kingsfield Rd Sidewalks	E Kingsfield Rd	95A	Chemstrand Rd	Escambia County	Escambia
220	Stefani Road Sidewalks	Stefani Rd	Nine Mile Rd	W Roberts Rd	Escambia County	Escambia
221	Nine and 1/2 Mile Road Sidewalks	Nine and 1/2 Mile Rd	Pine Forest Rd (SR 297)	Stefani Rd	Escambia County	Escambia
222	US 90 - Escambia County Line to Bell Lane	US 90	Escambia County Line	Bell Lane	Santa Rosa County	Santa Rosa
223	US 90 - Bell Lane to Glover Lane	US 90	Bell Ln	Glover Ln	Santa Rosa County	Santa Rosa

MAP ID	Project Description	Roadway	From	To	Submitted By	County
224	US 98 - Portside Drive to Bergren Road	US 98	Portside Dr	Bergren Rd	Santa Rosa County	Santa Rosa
225	McClure and Andrew Jackson Sidewalk				City of Gulf Breeze	Santa Rosa
226	Soundview Trail Walking Path				City of Gulf Breeze	Santa Rosa
227	Milton Multimodal Connector	Munson Hwy, Broad, Willing Pine	Milton	Bagdad Mill Site Park and Village	City of Milton	Santa Rosa
228	US 90 - SR 87 N to Ward Basin Rd	US 90	SR 87 N	Ward Basin Rd	Santa Rosa County	Santa Rosa
229	US 90 - Ward Basin Road to SR 87 S	US 90	Ward Basin Rd	SR 87 S	Santa Rosa County	Santa Rosa
230	US 98 - Bergren Rd to Ramble Way	US 98	Bergren Rd	Ramble Way	Santa Rosa County	Santa Rosa
231	US 98 - Ramble Way to Okaloosa County Line	US 98	Ramble Way	Okaloosa County Line	Santa Rosa County	Santa Rosa
232	King Middle School Connection	Byrom. King, Rosasco St			Santa Rosa County	Santa Rosa
233	Chumuckla Highway	Chumuckla Hwy	US 90	Five Points	Santa Rosa County	Santa Rosa
234	West Spencer Field Rd	W Spencer Field Rd	Berryhill Rd	US 90	Santa Rosa County	Santa Rosa
235	King Middle School Connection				Santa Rosa County	Santa Rosa
236	Glover Lane	Glover Ln	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa County	Santa Rosa
237	US 90 - Glover Lane to SR 87 N	US 90	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa County	Santa Rosa
238	Henry Street	Henry St	Main St/Old Bagdad Hwy	Canal St	Santa Rosa County	Santa Rosa
239	Old Bagdad Hwy - Parkmore Plaza	Old Bagdad Hwy	Avalon Blvd	County Optimist Park	Santa Rosa County	Santa Rosa
240	Navarre Community Access Road		Edgewood Dr	Whispering Pines Blvd	Santa Rosa County	Santa Rosa

MAP ID	Project Description	Roadway	From	To	Submitted By	County
241	Fairpoint to Shoreline Multi-Use Pathway with Wetlands Boardwalk Trail	Shoreline Dr, Fairpoint Dr			City of Gulf Breeze	Santa Rosa
242	South Sunset Walking Path				City of Gulf Breeze	Santa Rosa
243	Shoreline Park South Nature Trail Development				City of Gulf Breeze	Santa Rosa
244	Panhandle Trail Bike Lanes	Panhandle Trail	Navarre Parkway	River Dr	Santa Rosa County	Santa Rosa
245	Pace Lane - Skipper to US 90	Pace Lane	Skipper Lane	US 90	Santa Rosa County	Santa Rosa
246	Edgewood Drive	Edgewood Dr	US 98	East Bay Blvd	Santa Rosa County	Santa Rosa
247	East Spencer Field Rd	E Spencer Field Rd	Norris Rd	US 90	Santa Rosa County	Santa Rosa
248	Woodbine Rd	Woodbine Rd	US 90	Five Points	Santa Rosa County	Santa Rosa
249	Hamilton Bridge Road	Hamilton Bridge Road	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa County	Santa Rosa
250	Godwin Trail Connector		Soundside Dr	Madura Rd	Santa Rosa County	Santa Rosa
251	Williamsburg Multi-Use Trail				City of Gulf Breeze	Santa Rosa
252	Munson Highway	Munson Hwy	East Gate Road	SR 4	Santa Rosa County	Santa Rosa
253	Tom King Bayou Pedestrian Bridge	East Bay Blvd			Santa Rosa County	Santa Rosa

APPENDIX G – 2045 NEEDS PLAN COSTS

Florida Alabama TPO 2045 LRTP - Needs Plan Projects

[1] Capacity Projects

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
1	US 90	US 90 / US 98 Connector	Florida/Alabama State Line	Baldwin	Provide 4 Lanes of Capacity	1.70	\$2,500,000	\$4,250,000	\$5,312,500	\$637,500	\$4,930,000	\$637,500	\$15,767,500
2	US 90 / US 98 New Connector	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	7.00	\$1,772,000	\$12,404,000	\$11,900,000	\$1,860,600	\$10,500,000	\$1,860,600	\$38,525,200
3	US 98	US90/US98 Connector (AL)	Florida/Alabama Line (over Perdido Bay)	Baldwin	Provide 4 Lanes of Capacity	2.40	\$1,250,000	\$3,000,000	\$7,500,000	\$450,000	\$6,960,000	\$450,000	\$18,360,000
4	AL Cross Island Connector (Foley Beach Ext.)	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	Provide 4 Lanes of Capacity	2.10	\$2,500,000	\$5,250,000	\$6,562,500	\$787,500	\$6,090,000	\$787,500	\$19,477,500
5	AL SR 180 (Canal Road)	SR 59	Foley Beach Express	Baldwin	Provide 5 Lanes of Capacity	4.72	\$2,459,464	\$11,606,517	\$14,747,265	Underway	\$4,239,193	\$1,740,978	\$32,333,953
6	AL SR 180 (Canal Road)	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin	Provide 3 Lanes Capacity	1.40	\$1,250,000	\$1,750,000	\$2,380,000	\$262,500	\$2,100,000	\$262,500	\$6,755,000
7	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	Construct new 2 Lane Bridge and Connecting Roads	5.87	\$9,600,800	\$56,347,826	Underway	Underway	Underway	\$8,452,174	\$64,800,000
8	Waterways North Project	North of CR 4 (Cotton Creek Drive)	Foley Beach Express	Baldwin	Construct new 2 Lane Facility	5.46	\$3,214,711	\$17,552,323	Underway	Underway	Underway	\$2,632,848	\$20,185,172
9	Waterways South Project and Bridge	SR 180 (Canal Road)	North of CR 4 (Cotton Creek Drive)	Baldwin	Construct new 2 Lane Bridge and Connecting Roads	0.67	\$55,507,088	\$37,189,749	Underway	Underway	Underway	\$5,578,462	\$42,768,212
10	AL Traffic Operations Center	Traffic Operations Center	Traffic Operations Center	Baldwin	Construct Traffic Operations Center for Orange Beach	none	\$2,000,000	\$2,000,000		\$300,000		\$300,000	\$2,600,000
11	AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin	Provide 2 or 4 Lanes of New Capacity	24.5	\$1,400,000	\$34,300,000	\$41,650,000	\$5,145,000	\$36,750,000	\$5,145,000	\$122,990,000
12	SR 742 (W. Burgess Road)	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	Realign/Provide 4 Lanes of Capacity	1.90	\$7,784,976	\$14,791,454	Complete	Complete	Complete	\$2,218,718	\$17,010,172

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
13	I-10	Alabama State Line	SR 99 (Beulah Road) Overpass	Escambia	Provide 6 Lanes of Capacity	1.57	\$70,493,221	\$111,000,000	Underway	\$3,800,000	\$9,500,000	\$13,000,000	\$137,300,000
14	I-10	SR 99 (Beulah Road) Overpass	US 90 (Nine Mile Road)	Escambia	Provide 6 Lanes of Capacity	5.33	\$16,954,281	\$0	Underway	\$0	\$250,000	\$124,000,000	\$124,250,000
15	I-10	US 90 (Nine Mile Road)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	3.17	\$27,783,428	\$0	Underway	\$0	\$21,231,000	\$99,797,000	\$121,028,000
16	US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	Provide 6 Lanes of Capacity	1.79	\$5,852,065	\$10,475,197	Underway	\$1,571,280	\$5,237,599	\$1,571,280	\$18,855,355
17	US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Escambia	Provide 6 Lanes of Capacity	3.32	\$5,852,065	\$19,433,387	\$1,943,339	\$1,943,339	\$14,575,041	\$2,915,008	\$40,810,113
18	US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Escambia	Provide 6 Lanes of Capacity	1.19	\$5,852,065	\$6,973,753	\$697,375	\$697,375	\$5,230,315	\$1,046,063	\$14,644,881
19	US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	Provide 6 Lanes of Capacity	0.54	\$5,852,065	\$3,151,309	\$315,131	\$472,696	\$2,363,481	\$472,696	\$6,775,314
20	SR 289 (Ninth Avenue)	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	3.26	\$5,852,065	\$19,097,897	\$1,909,790	\$1,909,790	\$14,323,423	\$2,864,685	\$40,105,583
21	SR 173 (S. Blue Angel Parkway)	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia	Provide 4 Lanes of Capacity	3.23	\$5,050,480	\$0	Complete	\$0	\$10,300,000	\$55,511,000	\$65,811,000
22	SR 173 (N. Blue Angel Parkway)	US 98	SR 296 (Saufley Field Road)	Escambia	Provide 4 Lanes of Capacity	4.44	\$5,050,480	\$22,441,105	Complete	\$3,366,166	\$11,220,553	\$3,366,166	\$40,393,989
23	SR 173 (N. Blue Angel Parkway)	SR 296 (Saufley Field Road)	SR 297 (Pine Forest Road)	Escambia	Provide 4 Lanes of Capacity	2.65	\$5,852,065	\$15,491,373	\$1,549,137	\$2,323,706	\$7,745,687	\$2,323,706	\$29,433,610
24	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	Provide 4 Lanes of Capacity and Bridge Replacement	0.58	\$68,965,517	\$40,000,000	\$4,000,000	\$6,000,000	\$20,000,000	\$6,000,000	\$76,000,000
25	SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	5.08	\$7,218,488	\$36,680,696	\$1,834,035	\$7,336,139	\$36,680,696	\$5,502,104	\$88,033,669

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
26	SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Escambia	Provide 4 Lanes of Capacity	3.32	\$7,218,488	\$58,169,066	Underway	\$4,928,000	\$31,632,768	\$8,725,360	\$103,455,193
27	SR 292 (Gulf Beach Hwy)	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	Provide 4 Lanes of Capacity	1.89	\$7,218,488	\$32,720,099	Underway	\$2,772,000	\$17,793,432	\$4,908,015	\$58,193,546
28	SR 297 (Pine Forest Road)	I-10 (SR 8)	Nine Mile Road	Escambia	Provide 4 Lanes of Capacity	0.90	\$7,218,488	\$6,496,639	\$1,300,000	\$974,496	\$3,248,319	\$974,496	\$12,993,950
29	CR 297 (Pine Forest Road)	Nine Mile Road	CR 297A	Escambia	Provide 4 Lanes of Capacity	0.28	\$7,218,488	\$2,013,958	\$110,000	\$402,792	\$1,006,979	\$302,094	\$3,835,822
30	SR 727 (W. Fairfield Dr.)	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	Provide 4 Lanes of Capacity	2.94	\$7,218,488	\$21,228,292	\$2,122,829	\$4,245,658	\$21,228,292	\$3,184,244	\$52,009,314
31	SR 727 (N. Fairfield Dr.)	SR 298 (Lillian Hwy)	US 98	Escambia	Provide 4 Lanes of Capacity	1.38	\$5,852,065	\$8,065,962	\$806,596	\$1,613,192	\$8,065,962	\$1,209,894	\$19,761,606
32	US 29 Connector West Bypass [Segment 2]	US 29 (SR 95)	Muscogee Road	Escambia	Provide 4 Lanes of Capacity	5.60	\$5,536,583	\$31,004,865	Complete	\$1,920,000	\$15,502,432	\$4,650,730	\$53,078,027
33	US 29 Connector West Bypass [Segment 1]	Muscogee Road	I-10 New Interchange	Escambia	Provide 4 Lanes of Capacity	3.10	\$5,536,583	\$17,163,407	Complete	\$1,080,000	\$8,581,704	\$2,574,511	\$29,399,622
34	US 90 (Mobile Hwy)	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	Provide 4 Lanes of Capacity	2.42	\$5,050,480	\$12,233,010	\$611,651	\$1,834,952	\$6,116,505	\$1,834,952	\$22,631,069
35	SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	Provide 4 Lanes of Capacity and access improvements to Saufley Field	0.51	\$7,218,488	\$3,652,215	\$365,221	\$547,832	\$1,826,107	\$547,832	\$6,939,208
36	I-10 new overpass	Frank Reeder Road	Devine Farm Road	Escambia	New Overpass (no interstate access)	0.50	\$10,000,000	\$5,000,000	\$500,000	\$750,000	\$2,500,000	\$750,000	\$9,500,000
37	CR 453 (North W. Street)	SR 296 (Beverly Parkway)	SR 750 (W. Airport Blvd)	Escambia	Provide 4 Lanes of Capacity	0.56	\$7,218,488	\$4,014,234	\$401,423	\$602,135	\$2,007,117	\$602,135	\$7,627,045
38	US 98	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	Widen to 6 Lanes and Access Improvements to Corry Station at Navy Exchange Rd	2.47	\$5,852,065	\$14,453,366	\$1,445,337	\$2,168,005	\$7,226,683	\$2,168,005	\$27,461,395
39	US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	Provide 6 Lanes of Capacity	1.49	\$5,852,065	\$8,708,050	\$870,805	\$1,306,208	\$4,354,025	\$1,306,208	\$16,545,295

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
40	US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	1.91	\$7,218,488	\$13,756,829	\$1,375,683	\$2,063,524	\$6,878,415	\$2,063,524	\$26,137,976
41	SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Escambia	Provide 6 Lanes of Capacity	1.93	\$5,852,065	\$11,271,037	\$1,127,104	\$1,690,656	\$5,635,519	\$1,690,656	\$21,414,971
42	SR 727 (S. Fairfield Dr.)	US 98	SR 292 (Gulf Beach Hwy)	Escambia	Provide 4 Lanes of Capacity	1.63	\$7,218,488	\$11,781,922	\$1,178,192	\$1,767,288	\$5,890,961	\$1,767,288	\$22,385,651
43	US 90 (Mobile Hwy)	SR 295 (New Warrington Rd)	SR 297 (Pine Forest Road)	Escambia	Provide 6 Lanes of Capacity	3.32	\$4,443,955	\$14,738,771	\$736,939	\$2,210,816	\$7,369,386	\$2,210,816	\$27,266,727
44	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	Provide 4 Lanes of Capacity	0.45	\$5,050,480	\$2,268,002	\$113,400	\$340,200	\$1,134,001	\$340,200	\$4,195,803
45	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	3.31	\$5,050,480	\$16,729,205	\$836,460	\$2,509,381	\$8,364,603	\$2,509,381	\$30,949,030
46	SR 298 (Lillian Hwy)	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	Provide 4 Lanes of Capacity	3.34	\$5,050,480	\$16,849,222	\$842,461	\$2,527,383	\$8,424,611	\$2,527,383	\$31,171,060
47	US 98	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	Provide 4 Lanes of Capacity	3.23	\$5,050,480	\$16,302,082	\$815,104	\$2,445,312	\$8,151,041	\$2,445,312	\$30,158,852
48	SR 296 (Brent Lane)	SR 291 (Davis Hwy)	US 98 (N. Palafox St)	Escambia	Provide 6 Lanes of Capacity	0.92	\$5,852,065	\$5,383,900	\$538,390	\$807,585	\$2,691,950	\$807,585	\$10,229,410
49	SR 296 (Saufley Field Road)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	1.39	\$7,218,488	\$10,006,739	\$1,000,674	\$1,501,011	\$5,003,370	\$1,501,011	\$19,012,804
50	SR 173 (S. Blue Angel Parkway)	SR 292 (Gulf Beach Highway) / Sorrento Road	SR 292A (Gulf Beach Hwy)	Escambia	Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate.	1.71	\$1,141,652	\$1,948,019	\$150,000	\$292,203	\$974,009	\$292,203	\$3,656,433
51	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	Escambia	Dedicated truck lane, signage/signal from S of SR 292 to West Gate.	0.29	\$1,141,652	\$332,752	\$150,000	\$49,913	\$166,376	\$49,913	\$748,954

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
52	Truck Parking	FDOT truck weigh station on US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	0.50	\$772,933	\$386,466	\$150,000	\$57,970	\$193,233	\$57,970	\$845,639
53	Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)	E. Main Street and SR 196 (Bayfront Parkway)	Escambia	Relocation of the Port operational security and access gate.	0.25	\$178,128	\$44,532	\$150,000	\$6,680	\$4,453	\$6,680	\$212,345
54	US 29	Nine 1/2 Mile Road	State Line	Escambia	Provide 6 Lanes Capacity	35.03	\$4,443,955	\$155,655,831	\$2,000,000	\$23,348,375	\$15,565,583	\$23,348,375	\$219,918,164
55	Greenbrier Blvd Extension	E. Ten Mile Road / Guidy Lane	Campus Drive on University of West Florida (UWF)	Escambia	Provide 2 Lanes of Capacity and Road Extension	1.37	\$5,474,172	\$7,487,120	\$748,712	\$1,123,068	\$3,743,560	\$1,123,068	\$14,225,528
56	US 90	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	Provide 6 Lanes of Capacity	0.52	\$29,122,462	\$15,100,000	Complete	\$2,300,000	\$8,300,000	\$2,300,000	\$28,000,000
57	SR 99 (Beulah Road)	Nine Mile Road	I-10 New Interchange	Escambia	Provide 4 Lanes of Capacity	1.90	\$5,536,583	\$10,519,508	Complete	\$3,671,556	\$5,259,754	\$1,577,926	\$21,028,744
58	CR 749 (Chemstrand Road)	Nine Mile Road	Old Chemstrand Road	Escambia	Provide 4 Lanes of Capacity	3.98	\$7,218,488	\$28,717,989	\$1,435,899	\$4,307,698	\$14,358,994	\$4,307,698	\$53,128,280
59	Well Line Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility	2.86	\$3,505,836	\$10,033,084	\$501,654	\$1,504,963	\$5,016,542	\$1,504,963	\$18,561,206
60	Kingsfield Road	CR 97 W	SR 99 (Beulah Road)	Escambia	New 2 Lane Facility	1.82	\$3,505,836	\$6,380,622	\$319,031	\$957,093	\$3,190,311	\$957,093	\$11,804,151
61	Quintette Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility	2.04	\$3,505,836	\$7,140,944	\$357,047	\$1,071,142	\$3,570,472	\$1,071,142	\$13,210,746
62	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Blvd at RR Crossing	Escambia	Railroad Overpass	0.12	\$58,116,229	\$7,000,000	\$350,000	\$1,050,000	\$3,500,000	\$1,050,000	\$12,950,000
63	US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	Provide 6 Lanes of Capacity	4.02	\$5,852,065	\$23,505,945	Underway	\$3,525,892	\$11,752,973	\$3,525,892	\$42,310,702
64	US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	2.17	\$5,852,065	\$12,678,237	\$633,912	\$1,901,736	\$6,339,119	\$1,901,736	\$23,454,739
65	Muscogee Road Reconstruction	SR 99 (Beulah Road)	US 29 (SR 95)	Escambia	Reconstruction (widening, shoulder improvements)	4.80	\$1,737,770	\$8,341,312	\$834,131	\$1,251,197	\$4,170,656	\$1,251,197	\$15,848,492

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
66	US 98 (Lillian Hwy)	East end of Lillian Bridge	West end of Lillian Bridge	Escambia / Baldwin AL	Provide 4 Lanes of Capacity and Bridge Replacement	1.22	\$61,707,254	\$75,000,000	\$1,125,000	\$11,250,000	\$37,500,000	\$11,250,000	\$136,125,000
67	US 29 Connector East Bypass / CR 184 Quintette Rd	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Escambia / Santa Rosa	Provide 4 Lanes of Capacity	11.32	\$5,050,480	\$57,171,429	\$5,717,143	\$8,575,714	\$28,585,715	\$8,575,714	\$178,625,716
68	Regional ATMS	Multiple Locations	Multiple Locations	Escambia / Santa Rosa	Regional Advanced Traffic Management System (ATMS)	none	NA	NA	NA	NA	NA	NA	\$65,500,000
69	CR 197A (Bell Lane)	CR 191B (Sterling Way)	US 90	Santa Rosa	Provide 4 Lanes of Capacity	1.99	\$7,218,488	\$14,390,411	Complete	Complete	Complete	\$2,158,562	\$16,548,972
70	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	Santa Rosa	Provide 4 Lanes of New Capacity	1.60	\$8,125,000	\$13,000,000	\$0	\$1,500,000	\$0	\$0	\$14,500,000
71	Pea Ridge Connector Phase 2	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	Provide 4 Lanes of New Capacity	3.50	\$5,536,583	\$19,378,041	\$1,937,804	\$2,906,706	\$9,689,020	\$2,906,706	\$36,818,277
72	I-10	SR 87 South	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	11.20	\$982,550	\$109,521,861	Underway	\$11,833,020	\$0	\$16,428,279	\$137,783,160
73	SR 399 (Navarre Beach Causeway)	US 98 (SR 30)	SR 399 (Gulf Boulevard)	Santa Rosa	Provide 4 Lanes of Capacity and Bridge Replacement	1.37	\$70,107,661	\$96,000,000	\$1,440,000	\$19,200,000	\$48,000,000	\$14,400,000	\$179,040,000
74	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Santa Rosa	Provide 2 Lanes of New Capacity	7.61	\$5,474,172	\$41,679,834	\$1,667,193	\$6,251,975	\$20,839,917	\$6,251,975	\$76,690,895
75	CR 191B (Sterling Way)	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	1.51	\$5,050,480	\$7,608,480	\$760,848	\$1,141,272	\$1,902,120	\$1,141,272	\$12,553,992
76	Watkins Street Extension	US 90 (SR 10)	Sterling Way	Santa Rosa	Improved/ New 2 Lane Facility	3.06	\$3,505,836	\$10,727,859	\$1,072,786	\$1,609,179	\$5,363,930	\$1,609,179	\$20,382,933
77	CR 184A (Berryhill Rd)	Five Points Intersection	W Spencer Field Rd	Santa Rosa	Provide 4 Lanes of Capacity	2.00	\$7,218,488	\$14,416,636	\$1,441,664	\$2,162,495	\$7,208,318	\$2,162,495	\$27,391,608
78	Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	Bridge Realignment	1.37	\$51,120,169	\$70,000,000	\$1,400,000	\$10,500,000	\$35,000,000	\$10,500,000	\$127,400,000

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
79	E. Spencer Field Road	US 90	Hamilton Bridge Road	Santa Rosa	Provide 4 Lanes of Capacity	1.49	\$7,218,488	\$10,772,822	\$1,077,282	\$1,615,923	\$2,693,206	\$1,615,923	\$17,775,157
80	I-10	SR 281 (Avalon Boulevard)	SR 87 South	Santa Rosa	Provide 6 Lanes of Capacity	9.57	\$9,750,577	\$93,296,400	Underway	\$10,079,980	\$0	\$13,994,460	\$117,370,840
81	US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	Provide 6 Lanes of Capacity	1.33	\$42,858,883	\$57,100,000	Complete	\$8,600,000	\$0	\$8,600,000	\$74,300,000
82	US 90	Simpson River Bridge	Third Avenue	Santa Rosa	Provide 6 Lanes of Capacity	2.23	\$11,956,651	\$26,700,000	Complete	\$1,500,000	\$4,000,000	\$4,000,000	\$36,200,000
83	US 90	Third Avenue	CR 197A Bell Lane	Santa Rosa	Provide 6 Lanes of Capacity	3.68	\$11,926,263	\$43,900,000	Complete	\$6,600,000	\$52,300,000	\$6,600,000	\$109,400,000
84	US 90	CR 197A Bell Lane	Glover Lane	Santa Rosa	Provide 6 Lanes of Capacity	3.21	\$14,813,243	\$47,500,000	Complete	\$7,100,000	\$34,900,000	\$7,100,000	\$96,600,000
85	CR 197A (Woodbine Road)	US 90	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	3.73	\$7,218,488	\$21,212,121	\$0	\$3,181,818	\$10,606,061	\$0	\$35,000,000
86	Panhandle Trail Drive	US 98	East River Drive	Santa Rosa	Enhanced 2 Lane Facility	1.02	\$2,373,997	\$2,432,660	\$121,633	\$364,899	\$1,216,330	\$364,899	\$4,500,421
87	US 98 (Gulf Breeze Parkway)	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity	3.68	\$18,961,068	\$69,804,115	Complete	Underway	Complete	\$10,470,617	\$80,274,732
88	US 98 (Gulf Breeze Parkway)	Portside Drive	Bergren Road	Santa Rosa	Provide 6 Lanes of Capacity	5.47	\$5,852,065	\$0	Complete	\$4,950,000	11,000,000	96,559,000	\$112,509,000
89	US 98 (Gulf Breeze Parkway)	Bergren Road	Ramble Bay Lane	Santa Rosa	Provide 6 Lanes of Capacity	4.34	\$5,852,065	\$0	Complete	Underway	9,500,000	75,898,000	\$85,398,000
90	US 98 (Gulf Breeze Parkway)	Ramble Bay Lane	Ortega Street	Santa Rosa	Provide 6 Lanes of Capacity	2.68	\$5,852,065	\$0	Complete	Underway	44,100,000	160,350,000	\$204,450,000
91	US 98 (Gulf Breeze Parkway)	Ortega Street	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	3.46	\$5,852,065	\$0	Complete	\$3,850,000	9,650,000	\$85,349,000	\$98,849,000
92	CR 197 (Chumuckla Hwy)	US 90	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	3.41	\$7,218,488	\$24,621,355	\$2,462,135	\$3,693,203	\$12,310,677	\$3,693,203	\$46,780,574
93	CR 197 (Chumuckla Hwy)	Five Points Intersection	Smyer Drive	Santa Rosa	Provide 4 Lanes of Capacity	0.95	\$7,218,488	\$6,892,664	\$689,266	\$1,033,900	\$1,723,166	\$1,033,900	\$11,372,895
94	Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Santa Rosa	Provide 4 Lanes of Capacity	0.19	\$7,218,488	\$1,371,513	\$137,151	\$205,727	\$685,756	\$205,727	\$2,605,874

MAP ID	Corridor	From	To	County	Project Description	Length	Const. Cost/mile	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
95	SR 87	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	Provide 4 Lanes of Capacity	29.63	\$5,050,480	\$149,645,711	\$1,496,457	\$22,446,857	\$37,411,428	\$22,446,857	\$233,447,310
96	SR 87A New Connector	US 90	CR 191 (Munson Hwy)	Santa Rosa	New 4-lane capacity corridor for SR 87 Connector	3.30	\$5,536,583	\$18,288,987	Complete	Underway	\$4,572,247	\$2,743,348	\$25,604,581
97	SR 87A New Connector	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	New 4-lane capacity corridor for SR 87 Connector	4.11	\$5,536,583	\$22,782,977	Complete	Underway	\$5,695,744	\$3,417,446	\$31,896,167
98	US 90	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	Provide 6 Lanes of Capacity	1.31	\$5,852,065	\$7,693,986	Complete	\$1,154,098	\$3,846,993	\$1,154,098	\$13,849,174
99	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	Provide 4 Lanes of Capacity	1.58	\$7,218,488	\$11,409,830	Complete	\$2,750,000	\$5,704,915	\$1,711,474	\$21,576,219
100	US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	Provide 4 Lanes of Capacity	3.13	\$7,218,488	\$22,622,740	Complete	\$1,700,000	\$5,655,685	\$3,393,411	\$33,371,836
101	Becks Lake Road RR Crossing	US 29	Becks Lake Road	Escambia	Railroad Overpass	0.12	\$58,333,333	\$7,000,000	\$350,000	\$1,050,000	\$3,500,000	\$1,050,000	\$12,950,000
102	US 29 RR Crossing	US 29	Muscogee Road	Escambia	Railroad Overpass	0.12	\$58,333,333	\$7,000,000	\$350,000	\$1,050,000	\$3,500,000	\$1,050,000	\$12,950,000
103	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Wymart Road	Escambia	Provide 2 Lanes of Capacity	1.00	\$4,250,000	\$4,250,000	Complete	\$500,000	\$0	\$750,000	\$5,500,000

[02] Complete Streets / Corridor Study Projects

Map ID	Corridor	From	To	County	Project Description	Length	Corridor Study	Const Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
104	W. Main Street	Barrancas Avenue	S. Clubbs Street	Escambia	Corridor Management Plan/Complete Streets Study	0.78	\$150,000	NR	NR	NR	NR	NR	\$150,000
105	SR 196 (Main Street / Bayfront Parkway)	Alcaniz Street	US 98 / E. Chase Street	Escambia	Corridor Management Plan/Complete Streets Study (maintain Port linkage)	1.01	\$150,000	NR	NR	NR	NR	NR	\$150,000
106	SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia	Corridor Mgmt Plan/Complete Streets Study (lighting, safety, sidewalks, capacity)	4.39	\$150,000	NR	NR	NR	NR	NR	\$150,000
107	Pinestead-Longleaf Connector	Wymart Road	US 29 (SR 95)	Escambia	Corridor Management Plan/Complete Streets Study	1.97	\$150,000	NR	NR	NR	NR	NR	\$150,000
108	SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Corridor Management Plan/Complete Streets Study	2.02	\$150,000	NR	NR	NR	NR	NR	\$150,000
109	US 98 (W. Navy Blvd)	SR 295 (N. Navy Blvd)	SR 453 (N. W Street)	Escambia	Project is in Design to redesign as Complete Street	1.87	\$150,000	NR	NR	NR	NR	NR	\$150,000
110	US 90 (W. Cervantes St)	Dominguez St	A Street	Escambia	Road Diet	2.25	complete	\$11,000,000	Complete	\$1,650,000	\$0	\$1,650,000	\$14,300,000
111	SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia	Corridor Management Plan/Complete Streets Study	0.93	\$150,000	NR	NR	NR	NR	NR	\$150,000
112	SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia	Corridor Management Plan/Complete Streets Study	1.62	\$150,000	NR	NR	NR	NR	NR	\$150,000
113	CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	Corridor Management Plan/Complete Streets Study	2.04	\$150,000	NR	NR	NR	NR	NR	\$150,000

Map ID	Corridor	From	To	County	Project Description	Length	Corridor Study	Const Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
114	Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia	Corridor Management Plan/Complete Streets Study	1.26	\$150,000	NR	NR	NR	NR	NR	\$150,000
115	SR 295 (W. Fairfield Dr.)	SR 295 (New Warrington Road)	SR 292 (N. Pace Blvd)	Escambia	Corridor Management Plan/Complete Streets Study	2.36	\$150,000	NR	NR	NR	NR	NR	\$150,000
116	SR 295 (W. Fairfield Dr.)	SR 292 (N. Pace Blvd)	US 29 (N. Palafox St)	Escambia	Corridor Management Plan/Complete Streets Study	0.69	\$150,000	NR	NR	NR	NR	NR	\$150,000
117	SR 295 (E. Fairfield Dr.)	US 29 (N. Palafox St)	SR 291 (N. Davis Hwy)	Escambia	Corridor Management Plan/Complete Streets Study	0.64	\$150,000	NR	NR	NR	NR	NR	\$150,000
118	US 90 (W. Cervantes St, and E. Cervantes St)	A St.	I-110	Escambia	Corridor Management Plan/Complete Streets Study	0.70	\$150,000	NR	NR	NR	NR	NR	\$150,000
119	17th Avenue	US 98 / Bayfront Parkway	US 90 (E. Cervantes)	Escambia	Corridor Management Plan/Complete Streets Study	0.52	\$150,000	NR	NR	NR	NR	NR	\$150,000
120	CR 298 (W. Jackson St)	SR 727 (N. Fairfield Dr)	A Street	Escambia	Corridor Study in Conjunction with W. Cervantes Road Diet Study	4.29	\$150,000	NR	NR	NR	NR	NR	\$150,000
121	SR 296 (Beverly Pkwy / W. Michigan Ave)	US 29 (N. Palafox St)	US 90 (Mobile Hwy)	Escambia	Corridor Management Plan/Complete Streets Study	3.57	\$150,000	NR	NR	NR	NR	NR	\$150,000
122	Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia	Corridor Management Plan/Complete Streets Study	3.08	\$150,000	NR	NR	NR	NR	NR	\$150,000
123	W. Jordan Street	N. E Street	US 29 (N. Palafox St)	Escambia	Corridor Study - Maxwell / Jordan two-way conversion	0.58	\$150,000	NR	NR	NR	NR	NR	\$150,000
124	Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia	Corridor Management Plan/Complete Streets Study	2.50	\$150,000	NR	NR	NR	NR	NR	\$150,000

Map ID	Corridor	From	To	County	Project Description	Length	Corridor Study	Const Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
125	Port Access to/from I-110 for port freight vehicles	Port of Pensacola	Port of Pensacola	Escambia	Access Improvements to/from I-110 for port freight vehicles (part of Bayfront Corridor)	0.49	\$150,000	NR	NR	NR	NR	NR	\$150,000
126	SR 295 (Navy Boulevard) [N and S segments]	SR 295 (New Warrington Road)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	Corridor Management Plan/Complete Streets Study	2.35	\$150,000	NR	NR	NR	NR	NR	\$150,000
127	Frank Reeder Road / Devine Farm Road	SR 99 (Beulah Road)	CR 97	Escambia	Corridor Management Plan/Complete Streets Study	4.50	\$150,000	NR	NR	NR	NR	NR	\$150,000
128	US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia	Corridor Management Plan/Complete Streets Study	4.54	\$150,000	NR	NR	NR	NR	NR	\$150,000
129	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	Two-Way Restoration	4.99	complete	\$7,900,000	\$0	\$1,185,000	\$0	\$1,185,000	\$10,270,000
130	SR 292 (Pace Boulevard)	South of W. McLeod Street	US 29	Escambia	Corridor Management Plan/Complete Streets Study	3.97	\$150,000	NR	NR	NR	NR	NR	\$150,000
131	Garden Street	W Street	Alcaniz Street	Escambia	Corridor Management Plan/Complete Streets Study	2.45	\$150,000	NR	NR	NR	NR	NR	\$150,000
132	14th Avenue	Cervantes Street	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study	0.47	\$150,000	NR	NR	NR	NR	NR	\$150,000
133	Gregory Street	I-110	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study	0.81	\$150,000	NR	NR	NR	NR	NR	\$150,000
134	Chase Street	I-110	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study	0.55	\$150,000	NR	NR	NR	NR	NR	\$150,000
135	CR 95A	I-10	US 29	Escambia	Corridor Management Plan/Complete Streets Study	7.68	\$150,000	NR	NR	NR	NR	NR	\$150,000

Map ID	Corridor	From	To	County	Project Description	Length	Corridor Study	Const Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
136	SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor Management Plan/Complete Streets Study	3.47	\$150,000	NR	NR	NR	NR	NR	\$150,000
137	US 98 (Gulf Breeze Parkway)	CR 30A (Shoreline Drive)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor Management Plan/Complete Streets Study	0.63	\$150,000	NR	NR	NR	NR	NR	\$150,000
138	US 98 (Gulf Breeze Parkway)	Fairpoint Drive	CR 30A (Shoreline Drive)	Santa Rosa	Corridor Management Plan/Complete Streets Study (school access)	0.64	\$150,000	NR	NR	NR	NR	NR	\$150,000
139	CR 191 (Munson Highway)	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	Corridor study for multi modal improvements requested by NAS Whiting Field	7.02	\$150,000	NR	NR	NR	NR	NR	\$150,000

[3] Intersection Projects

MAP ID	Corridor	From	To	County	Project Description	Length	Cost / mi	Const. Cost	PD&E / UT (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
140	AL Foley Beach Express	Foley Beach Express	at Canal Road	Baldwin	Grade Separation	0.25	\$5,000,000	\$1,250,000	\$425,000	\$187,500	\$625,000	\$187,500	\$2,675,000
141	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin	Major Intersection Improvement - New bypass alignment Option A	0.36	\$15,710,450	\$5,655,762	\$250,000	\$1,117,995	\$1,350,000	\$848,364	\$9,222,121
142	AL SR 161 & SR 180 (Major Intersection Improvements)	SR 161 (Orange Beach Boulevard)	SR 180 (Canal Road)	Baldwin	Major Intersection Improvement	0.25	\$500,000	\$125,000	\$425,000	\$18,750	\$375,000	\$18,750	\$962,500
143	I-10 at SR 99 (Beulah Road)	I-10 at SR 99 (Beulah Road)	I-10 at (SR 99) Beulah Road	Escambia	New Interchange	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
144	I-10 at US 29	I-10 at US 29	I-10 at US 29	Escambia	Interchange Phase II	5.80	\$23,315,751	\$0	Complete	Underway	\$19,153,000	125,853,000	\$145,006,000
145	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	Escambia	New Interchange	NA	\$17,712,685	\$17,712,685	\$1,771,269	\$3,542,537	\$26,569,028	\$2,656,903	\$52,252,421
146	SR 289 (Ninth Avenue)/Langley/Tippen	SR 289 (Ninth Avenue)/Langley/Tippen	SR 289 (Ninth Avenue)/Langley/Tippen	Escambia	Major Intersection Improvement	1.00	\$20,000,000	\$20,000,000	\$2,000,000	\$3,000,000	\$10,000,000	\$3,000,000	\$38,000,000
147	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	Escambia	Major Intersection Improvement	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
148	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	Escambia	Major Intersection Improvement	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
149	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	Escambia	Intersection Improvement	0.50	\$5,852,065	\$2,926,033	\$292,603	\$438,905	\$1,463,016	\$438,905	\$5,559,462
150	Pensacola Beach Roundabouts (two)	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach access road	Escambia	Intersection Improvement (Roundabout)	NA	\$0	\$15,000,000	Complete	\$2,250,000	\$7,500,000	\$2,250,000	\$27,000,000
151	Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia	Intersection Improvement (Roundabout)	NA	\$0	\$500,000	Complete	\$75,000	\$250,000	\$75,000	\$900,000

Map ID	Corridor	From	To	County	Project Description	Length	Corridor Study	Const Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
152	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	Santa Rosa	Major Intersection Improvement	0.25	\$74,000,000	\$18,500,000	\$1,850,000	\$4,000,000	\$13,875,000	\$2,775,000	\$41,000,000
153	CR 399 (East Bay Boulevard)	Edgewood Drive	Edgewood Drive	Santa Rosa	Intersection Improvement (Roundabout)	NA	\$0	\$1,750,000	\$87,500	\$262,500	\$1,312,500	\$262,500	\$3,675,000
154	CR 399 (East Bay Boulevard)	Andorra Street	Andorra Street	Santa Rosa	Intersection Improvement (Roundabout)	NA	\$0	\$1,750,000	\$87,500	\$262,500	\$1,312,500	\$262,500	\$3,675,000

[4] Transit Projects

MAP ID	Corridor	From	To	County	Project Description	Length		Capital Costs for Equipment	Planning Studies	Annual Operating Costs			Total Cost
155	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia /Santa Rosa	Peak Hour Bus Service	82.14		\$1,116,363	\$30,200	\$301,997			\$1,448,559
156	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Escambia /Santa Rosa	Peak Hour Bus Service	74.59		\$1,116,363	\$30,200	\$301,997			\$1,448,559
157	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service	42.75		\$1,116,363	\$30,200	\$301,997			\$1,448,559
158	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia /Baldwin	Peak Hour Bus Service	51.31		\$1,116,363	\$30,200	\$301,997			\$1,448,559
159	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Escambia /Santa Rosa	Peak Hour Bus Service	72.33		\$1,116,363	\$30,200	\$301,997			\$1,448,559
160	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field)	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa/ Okaloosa	Peak Hour Bus Service	171.26		\$1,116,363	\$30,200	\$301,997			\$1,448,559
161	Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Escambia	Peak Hour Bus Service	17.30		\$1,116,363	\$30,200	\$301,997			\$1,448,559
162	Express Bus - NAS Transit	Multiple	NAS Pensacola, Corry Station	Escambia	Peak Hour Bus Service	23.95		\$1,116,363	\$30,200	\$301,997			\$1,448,559
163	Express Bus - Pensacola / US 98 / Hurlburt Field	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	Peak Hour Bus Service	116.31		\$1,116,363	\$30,200	\$301,997			\$1,448,559
164	Express Bus (Seasonal) - Orange Beach / Gulf Shores	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	Peak Hour Bus Service	108.90		\$1,116,363	\$14,212	\$142,116			\$1,272,691
165	Downtown Pensacola Transit & ECAT Hubs	Downtown Pensacola - Per CRA Plan	Downtown Pensacola - Per CRA Plan	Escambia	Peak Hour Bus Service	0.42		\$1,116,363	\$30,200	\$301,997			\$1,448,559

[5] Bike / Ped Projects

MAP ID	Roadway	From	To	County	Project Description	Length	Cost / mi	Cost		Design 10%		AL Local match	Bike / Ped Plan Cost
166	CR 99	Carrier Drive	Spanish Cove Drive	Baldwin	Paved shoulders on CR 99	1.64	310,953	\$509,963		\$50,000			\$559,963
167	CR 99	CR 91	Carrier Drive	Baldwin	Paved shoulders on CR 99	2.19	264,425	\$579,091		\$93,750			\$672,841
168	US 98 / SR 42	Barclay Avenue	Alabama State Line	Baldwin	Paved shoulders on US 98 / SR 42	1.35	257,343	\$347,413		\$25,000			\$372,413
169	US 98 / SR 42	Hillcrest Road	Barclay Avenue	Baldwin	Paved shoulders on US 98 / SR 42	0.78	188,875	\$147,443		\$25,000		\$29,489	\$201,932
170	CR 99	Carrier Drive	Spanish Cove Drive	Baldwin	Sidewalk on CR 99	1.64	\$296,649	\$487,571		\$25,000		\$97,514	\$610,086
171	US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Road	Baldwin	Paved shoulders on US 98 / SR 42	1.01	\$188,875	\$190,378		\$25,000		\$38,076	\$253,454
172	W. Lee St, N. G St, N. F St	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	West Moreno	1.73	provided by ECRC						\$446,846
173	West Cervantes	A St	Dominguez	Escambia	West Cervantes St Corridor Improvements	2.25	provided by ECRC						\$4,631,085
174	N. E Main St	Garden St	Cervantes St	Escambia	W. Cervantes to Downtown Pensacola Connection via North "E" St (North)	0.61	provided by ECRC						\$670,613
175	L St	West Cervantes	Legion Field Park	Escambia	Connectivity from West Cervantes to Legion Field Park via North "L" Street	0.43	provided by ECRC						\$239,275
176	W Gregory St	L St	Pace Blvd	Escambia	Connectivity to Global Learning via Gregory St	0.19	provided by ECRC						\$447,909
177	N. Spring St	Garden St	Main St (South Segment)	Escambia	North Spring Street Improvements	0.97	provided by ECRC						\$442,941
178	N. Reus St	Cervantes St	Main St	Escambia	North Reus Street Improvements	0.98	provided by ECRC						\$148,467

MAP ID	Roadway	From	To	County	Project Description	Length	Cost / mi	Cost		Design 10%		AL Local match	Bike / Ped Plan Cost
179	Palafox St	Fairfield, Cervantes, SB Hayne St, Maxwell, Guillemard St	Main, Yonge, Maxwell, Blunt, Wright St	Escambia	Palafox St - Road Diet/Rebalance	2.93	provided by ECRC						\$116,000
180	Jackson St	Fairfield Dr	New Warrington Rd	Escambia	Jackson Street Sidewalks	2.49	\$512,521	\$1,276,062		\$127,606			\$1,403,668
181	W Navy Blvd	Bayou Chico Bridge	SR 292/Barrancas Ave	Escambia	Navy Boulevard Bicycle Lanes	1.75	\$201,275	\$351,615		\$35,161			\$386,776
182	Gregory St	L St	G St	Escambia	Connectivity to Legion Field Park via Gregory St	0.33	provided by ECRC						\$447,909
183	W. Main St	E St	Clubbs St	Escambia	Connectvity to North "E" St via Main St	0.36	provided by ECRC						\$461,268
184	N. E Main St	Main St	Garden St	Escambia	W. Cervantes to Downtown Pensacola Connection via North "E" St (South)	0.40	provided by ECRC						\$474,691
185	A St	Maxwell St	Main St	Escambia	"A" Street - Roadway Rebalance	1.94	provided by ECRC						\$40,000
186	Blount St	20th Ave	A St	Escambia	Blount St Roadway Rebalance	2.01	provided by ECRC						\$80,000
187	Chemstrand Road	Johnson Ave	Kingsfield Rd	Escambia	Chemstrand Road Sidewalks	3.44	\$512,520	\$1,762,424		\$176,242			\$1,938,666
188	Johnson Ave	Davis Hwy	Olive Rd	Escambia	Johnson Avenue Sidewalks	2.32	\$512,520	\$1,190,314		\$119,031			\$1,309,346
189	Jordan St	Pace Blvd	W St	Escambia	Jordan Street Sidewalks	0.52	\$512,520	\$268,339		\$26,834			\$295,173
190	Olive Rd	RR	existing sidewalks	Escambia	Olive Road West Sidewalks	2.00	\$512,520	\$1,025,141		\$102,514			\$1,127,655
191	Saufley Field Rd	Mobile Hwy	Saufley Field Gate	Escambia	Saufley Field Road Sidewalks	2.06	\$512,520	\$1,055,246		\$105,525			\$1,160,771
192	Multiple	Multiple	Multiple	Escambia	Scenic Heights Parks & School Connectivity	1.36	provided by ECRC						\$416,250
193	14th Ave	Haynes, Haynes, Cervantes	Bayfront, Cervantes, Gregory	Escambia	14th Avenue - Roadway Rebalance/ Sharrows	2.00	provided by ECRC						\$80,000
194	Spring St	Gregory St	Main St	Escambia	Spring St Rebalance	0.57	provided by ECRC						\$80,000

MAP ID	Roadway	From	To	County	Project Description	Length	Cost / mi	Cost		Design 10%		AL Local match	Bike / Ped Plan Cost
195	Haynes, Guillemard	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	Hayne St/Guillemard St Protected Bike Lanes	1.79	provided by ECRC						\$136,000
196	Dr. MLK Blvd	Texar Drive	Garden St	Escambia	Dr. MLK Blvd Two Way Conversion	2.30	provided by ECRC						\$168,000
197	Bayou Blvd	12th Ave	Scenic Hwy	Escambia	Bayou Blvd Protected Bike Lanes	3.44	provided by ECRC						\$264,000
198	Government St	Barrancas St	9th Ave	Escambia	Government St Roadway Rebalance	1.87	provided by ECRC						\$144,000
199	Burgess Road	Lanier Dr	Existing Sidewalks	Escambia	Burgess Road Sidewalks	0.88	\$512,520	\$449,364		\$44,936			\$494,301
200	Hollywood Ave	Fairfield Dr	Massachusetts Ave	Escambia	Hollywood Ave Sidewalks	0.80	\$512,520	\$410,131		\$41,013			\$451,144
201	Massachusetts Ave	Mobile Hwy	Hollywood Ave	Escambia	Massachusetts Sidewalks	1.62	\$512,520	\$831,381		\$83,138			\$914,519
202	Scenic Hwy	Baywoods Dr	N Davis Hwy	Escambia	Scenic Highway Multi-Use Trail	4.07	\$589,941	\$2,400,934		\$240,093			\$2,641,027
203	Bauer Road	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	Bauer Road Sidewalks and Bike Lanes	5.24	\$589,941	\$3,091,545		\$309,155			\$3,400,700
204	Dog Track Road	Blue Angel Pkwy	US 98/SR 30	Escambia	Dog Track Road Bicycle Lanes	2.08	\$201,275	\$418,318		\$41,832			\$460,150
205	Summit Blvd	12th Ave, 12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail, Scenic Hwy	Escambia	Summit Boulevard - Road Diet/Rebalance	2.43	provided by ECRC						\$100,000
206	Muldoon Rd	Cerny Rd	Bellview Ave	Escambia	Muldoon Road Sidewalks	1.35	\$512,520	\$690,146		\$69,015			\$759,161
207	W St	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	W Street Sidewalks	1.12	\$512,521	\$572,013		\$57,201			\$629,214
208	Cerny Road	Muldoon Rd	Mobile Hwy	Escambia	Cerny Road Sidewalks	1.38	\$512,522	\$705,584		\$70,558			\$776,142
209	Patricia Dr	Santa Barbara St	Fairfield Dr	Escambia	Patricia Drive Sidewalks	0.86	\$512,523	\$441,315		\$44,131			\$485,446
210	Tonawanda Dr	Mobile Hwy	61st Ave	Escambia	Tonawanda Dr Sidewalks	0.87	\$512,524	\$446,425		\$44,643			\$491,068
211	Kingsfield Rd	297A	Tate Road 61	Escambia	Kingsfield Road Sidewalks	2.16	\$512,525	\$1,106,131		\$110,613			\$1,216,744
212	Beulah Road	Mobile Highway	9 Mile Road	Escambia	Beulah Road Bicycle Lanes	1.16	\$201,275	\$232,516		\$23,252			\$255,767

MAP ID	Roadway	From	To	County	Project Description	Length	Cost / mi	Cost		Design 10%		AL Local match	Bike / Ped Plan Cost
213	Sorrento Rd	Innerarity Point Rd	Segura Dr	Escambia	Sorrento Road Shoulders/ Bicycle Lanes	0.14	\$201,275	\$27,306		\$2,731			\$30,036
214	8 Mile Creek Road	SR 90	Wilde Lake Blvd	Escambia	8 Mile Creek Rd Bicycle Lanes	1.83	\$201,275	\$368,050		\$36,805			\$404,855
215	Old Corry Field Rd	Jackson St	Lillian Hwy	Escambia	Old Corry Field Road Sidewalks	0.59	\$512,525	\$300,464		\$30,046			\$330,510
216	61st Avenue	Tonawanda Dr	Fairfield Dr	Escambia	61st Avenue Sidewalks	0.51	\$512,525	\$261,679		\$26,168			\$287,847
217	Perdido Key Dr	Park Entrance	Theo Bridge	Escambia	Perdido Key Drive Multi-Use Path	2.89	\$589,941	\$1,704,355		\$170,435			\$1,874,790
218	Klondike Rd	SR 90	Wilde Lake Blvd	Escambia	Klondike Road Bicycle Lanes	1.60	\$201,275	\$321,159		\$32,116			\$353,275
219	E Kingsfield Rd	95A	Chemstrand Rd	Escambia	E. Kingsfield Rd Sidewalks	1.69	\$512,525	\$868,295		\$86,830			\$955,125
220	Stefani Rd	Nine Mile Rd	W Roberts Rd	Escambia	Stefani Road Sidewalks	2.00	\$512,525	\$1,026,154		\$102,615			\$1,128,770
221	Nine and 1/2 Mile Rd	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	Nine and 1/2 Mile Road Sidewalks	0.75	\$512,525	\$383,595		\$38,360			\$421,955
222	US 90	Escambia County Line	Bell Lane	Santa Rosa	US 90 - Escambia County Line to Bell Lane	7.22	\$512,525	\$3,702,438		\$370,244			\$4,072,682
223	US 90	Bell Ln	Glover Ln	Santa Rosa	US 90 - Bell Lane to Glover Lane bike / ped	3.24	\$589,941	\$1,910,740		\$191,074			\$2,101,814
224	US 98	Portside Dr	Bergren Rd	Santa Rosa	US 98 - Portside Drive to Bergren Road bike / ped	5.46	\$589,941	\$3,223,468		\$322,347			\$3,545,814
225	McClure / Andrew Jackson			Santa Rosa	McClure and Andrew Jackson Sidewalk	0.74	provided by ECRC						\$50,000
226	Soundview			Santa Rosa	Soundview Trail Walking Path	1.06	provided by ECRC						\$200,000
227	Munson Hwy, Broad, Willing Pine	Milton	Bagdad Mill Site Park and Village	Santa Rosa	Milton Multimodal Connector	1.55	provided by ECRC						\$2,171,000
228	US 90	SR 87 N	Ward Basin Rd	Santa Rosa	US 90 - SR 87 N to Ward Basin Rd Bike / Ped	1.58	\$589,941	\$933,275		\$93,327			\$1,026,602
229	US 90	Ward Basin Rd	SR 87 S	Santa Rosa	US 90 - Ward Basin Road to SR 87 S Bike / Ped	3.08	\$589,941	\$1,814,095		\$181,409			\$1,995,504

MAP ID	Roadway	From	To	County	Project Description	Length	Cost / mi	Cost		Design 10%		AL Local match	Bike / Ped Plan Cost
230	US 98	Bergren Rd	Ramble Way	Santa Rosa	US 98 - Bergren Rd to Ramble Way Bike / Ped	4.34	\$589,941	\$2,559,748		\$255,975			\$2,815,723
231	US 98	Ramble Way	Okaloosa County Line	Santa Rosa	US 98 - Ramble Way to Okaloosa County Line Bike / Ped	6.11	\$589,941	\$3,606,416		\$360,642			\$3,967,057
232	Byrom. King, Rosasco St			Santa Rosa	King Middle School Connection	1.14	provided by ECRC						\$260,518
233	Chumuckla Hwy	US 90	Five Points	Santa Rosa	Chumuckla Highway Bike / Ped	3.40	\$589,941	\$2,007,875		\$200,787			\$2,208,662
234	W Spencer Field Rd	Berryhill Rd	US 90	Santa Rosa	West Spencer Field Rd	3.03	\$512,525	\$1,553,205		\$155,321			\$1,708,526
235	Fairpoint	Fairpoint	Shoreline	Santa Rosa	King Middle School Connection Ped	1.14	\$512,525	\$585,037		\$58,504			\$643,540
236	Glover Ln	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	Glover Lane	0.53	provided by ECRC						\$267,744
237	US 90	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	US 90 - Glover Lane to SR 87 N bike / ped	1.31	\$589,941	\$772,993		\$77,299			\$850,292
238	Henry St	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	Henry Street bike / ped	1.02	provided by ECRC						\$2,310,000
239	Old Bagdad Hwy	Avalon Blvd	County Optimist Park	Santa Rosa	Old Bagdad Hwy - Parkmore Plaza	0.90	provided by ECRC						\$309,595
240	Fairpoint	Fairpoint	Shoreline	Santa Rosa	Navarre Community Access Road bike / ped	7.60	\$589,941	\$4,484,708		\$448,471			\$4,933,179
241	Shoreline Dr, Fairpoint Dr			Santa Rosa	Fairpoint to Shoreline Multi-Use Pathway with Wetlands Boardwalk Trail	4.31	provided by ECRC						\$2,504,640
242	Shoreline			Santa Rosa	South Sunset Walking Path	0.53	provided by ECRC						\$150,000
243	Panhandle Trail			Santa Rosa	Shoreline Park South Nature Trail Development	1.49	provided by ECRC						\$250,000
244	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	Panhandle Trail Bike Lanes	1.26	provided by ECRC						\$1,722,986

MAP ID	Roadway	From	To	County	Project Description	Length	Cost / mi	Cost		Design 10%		AL Local match	Bike / Ped Plan Cost
245	Pace Lane - Skipper to US 90	Skipper Lane	US 90	Santa Rosa	Pace Lane - Skipper to US 90	0.29	provided by ECRC						\$407,455
246	Edgewood Drive	US 98	East Bay Blvd	Santa Rosa	Edgewood Drive	2.90	provided by ECRC						\$2,324,420
247	East Spencer Field Rd	Norris Rd	US 90	Santa Rosa	East Spencer Field Rd	1.00	provided by ECRC						\$50,000
248	Woodbine Rd	US 90	Five Points	Santa Rosa	Woodbine Rd bike / ped	3.72	\$589,941	\$2,196,161		\$219,616			\$2,415,777
249	Hamilton Bridge Road	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	Hamilton Bridge Road	1.05	provided by ECRC						\$600,000
250	Godwin Trail Connector	Soundside Dr	Madura Rd	Santa Rosa	Godwin Trail Connector	0.21	provided by ECRC						\$465,000
251	Williamsburg Multi-Use Trail			Santa Rosa	Williamsburg Multi-Use Trail	0.69	provided by ECRC						\$400,000
252	Munson Highway	East Gate Road	SR 4	Santa Rosa	Munson Highway bike	15.10	\$201,275	\$3,038,548		\$303,855			\$3,342,403
253	Tom King Bayou Pedestrian Bridge			Santa Rosa	Tom King Bayou Pedestrian Bridge	0.20	provided by ECRC						\$1,065,000

\$5,350,746,322

APPENDIX H – PURPOSE AND NEED STATEMENTS

MAP ID

1

PROJECT NAME

US 90 – US 90 / US 98 Connector to Florida / Alabama State Line

PURPOSE

Address the future demand on US 90 that is anticipated when the US 90/US 98 connector is in place.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment provides access through the Florida / Alabama State Line to Baldwin County, AL and Browns Landing Road.

PARALLEL FACILITIES

There are no parallel facilities to the project segment.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle facilities in the corridor and will connect to other regional facilities.

TRANSIT

No transit needs are identified along this corridor.

MAP ID

2

PROJECT NAME

US 90 / US 98 New Connector – US 98 (SR 30) to US 90 (SR 10)

PURPOSE

Provide travelers with alternative routes to access Florida and/or Alabama, add additional roadway capacity, and reduce traffic congestion.

IMPROVEMENT

Provide new two lanes of capacity.

REGIONAL CONNECTIVITY

This project would connect Lillian to Seminole in Alabama.

PARALLEL FACILITIES

There are no parallel facilities that run within 2 miles of the proposed project segment.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle facilities in the corridor and will connect to other regional facilities as well.

TRANSIT

No transit needs are identified along this corridor.

MAP ID

3, 66, 47

PROJECT NAME

US 98 (AL 42) – US 90 / US 98 Connector to Florida / Alabama State Line Over Perdido Bay

US 98 – Lillian Highway Bridge over Perdido River / Perdido Bay

US 98- East end of Lillian Bridge to CR 297 (Dog Track Road)

PURPOSE

Provide travelers with alternative routes to access Florida and/or Alabama, add additional roadway capacity, and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity and replace Lillian Highway / US 98 Bridge over Perdido River and Bay.

REGIONAL CONNECTIVITY

This project segment provides crossing over Perdido Bay from Lillian, AL between Baldwin County, AL and Escambia County, FL. The bridge spans the state line.

PARALLEL FACILITIES

The project segment has no parallel facilities.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities as well.

TRANSIT

No transit needs are identified along this corridor.

MAP ID

4

PROJECT NAME

AL Cross Island Connector (Foley Beach Ext.) – AL SR 180 (Canal Road) to AL SR 182 (Perdido Beach Boulevard)

PURPOSE

The purpose of the project is to reduce traffic congestion, increase roadway capacity, and provide additional regional connectivity in the area in accordance with the March 2020 City of Orange Beach 2020-2035 Community Preservation and Growth Management Plan.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

The project segment

PARALLEL FACILITIES

Approximately 2.5 miles to the east, the Alabama Coastal Connection runs south/north parallel to the project segment.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities as well.

TRANSIT

There are currently no public transit options in this area. Baldwin Regional Area Transit System (BRATS) operates on-demand routes. BRATS City Zone Routes are a Demand Response / Dial a Ride Program which have been established to accommodate the travel request for travel within the cities of Bay Minette, Daphne, Fairhope, Foley, Loxley, Robertsdale and Spanish Fort and are charged by the mileage of the trip. Express routes are a demand response / Dial A Ride program which allows travel outside the city. Express Routes can connect with our Central Transfer routes and fares are charged by mileage. Designated routing has been put in place on the Eastern Shore in order to accommodate the large volume of travel requests in Fairhope, Daphne and Spanish Fort.

MAP ID

5

PROJECT NAME

AL SR 180 (Canal Road) from SR 50 to Foley Beach Express

PURPOSE

This project is needed to address the current and forecasted demand on Canal Road. Canal Road serves as the primary access to the beach from the Foley Beach Express.

IMPROVEMENT

Provide five lanes of capacity.

REGIONAL CONNECTIVITY

This project addresses the daily demands of the residents and visitors of Orange Beach, and serves as a critical link in the evacuation network.

PARALLEL FACILITIES

Approximately 2.5 miles to the east, the Alabama Coastal Connection runs south/north parallel to the project segment. SR 182 which runs east-west along the coast is a 5 lanes facility, SR 161 is a 4 lane divided facility and Foley Beach Express is a 4 lane limited access facility. Canal Road as a 2 lane facility is a bottleneck that increases clearance times.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes. BRATS City Zone Routes are a Demand Response / Dial a Ride Program which have been established to accommodate the travel request for travel within the cities of Bay Minette, Daphne, Fairhope, Foley, Loxley, Robertsedale and Spanish Fort and are charged by the mileage of the trip. Express routes allow travel outside the city. Designated routing has been put in place on the Eastern Shore in order to accommodate the large volume of travel requests in Fairhope, Daphne and Spanish Fort.

MAP ID

6

PROJECT NAME

AL SR 180 (Canal Road) – SR 161 (Orange Beach Boulevard) to Wilson Boulevard

PURPOSE

This project is needed to address the current and forecasted demand on Canal Road. Canal Road serves as the primary access to the beach from the Foley Beach Express.

IMPROVEMENT

Provide five lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects the Gulf Shores neighborhood to Gulf Shores Parkway and Commercial Avenue.

PARALLEL FACILITIES

To the north of the project segment is Colton Creek Drive which runs parallel to the project segment from Gulf Shores Parkway to Foley Beach Express.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes. BRATS City Zone Routes are a Demand Response / Dial a Ride Program which have been established to accommodate the travel request for travel within the cities of Bay Minette, Daphne, Fairhope, Foley, Loxley, Robertsdale and Spanish Fort and are charged by the mileage of the trip. Express routes allow travel outside the city. Designated routing has been put in place on the Eastern Shore in order to accommodate the large volume of travel requests in Fairhope, Daphne and Spanish Fort.

MAP ID

7

PROJECT NAME

AL Wolf Bay Bridge – SR 180 (Canal Road) to CR 20 / Harpoon Drive

PURPOSE

The proposed project provides a new two-lane bridge spanning the Gulf Intracoastal Waterway (GIWW) and improves traffic connections between the island and mainland portions of Orange Beach in southern Baldwin County. The bridge will provide immediate response times for City of Orange Beach emergency and police personnel responding to incidents in annexed portions of the City north of the GIWW; provide improved access for residents and visitors to the island portions of Orange Beach from areas north of the GIWW; and provide increased economic opportunities for the City and others north of the GIWW. This project is funded for construction FY20/21.

IMPROVEMENT

Create a new two lane bridge and connecting roads.

REGIONAL CONNECTIVITY

Connects the community of Orange Beach to northern areas of the county, as well as connecting over the Bay la Launch and Wolf Bay waterways. This project, to be funded through the 2% lodging tax approved by the City Council, will provide a free (i.e. No Toll) crossing between Orange Beach & the Back Bay

PARALLEL FACILITIES

Gulf Shores Parkway to the west of the planned bridge project is the only facility that crosses the Wolf Bay waterway in the area.

BICYCLES AND PEDESTRIANS

Bicycle / pedestrian facilities are proposed on the typical section.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

MAP ID

8, 9

PROJECT NAME

Waterways North Project - North of CR 4 (Cotton Creek Drive) to Foley Beach Express; and

Waterways South Project and Bridge SR 180 (Canal Road) North of CR 4 (Cotton Creek Drive)

PURPOSE

Adds new capacity, provides crossing over Cotton Creek and Wolf Bay waterways, and provides relief to parallel facilities.

IMPROVEMENT

Construction of a new two lane bridge.

REGIONAL CONNECTIVITY

Provides an additional access point for the Gulf Shores neighborhood to cross the waterways,

PARALLEL FACILITIES

To the west of the new two lane bridge is Gulf Shores Parkway, which runs south to north. To the east of the new bridge is Foley Beach Express, which runs south to north.

BICYCLES AND PEDESTRIANS

Bicycle / pedestrian facilities are proposed on the typical section.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

MAP ID

11

PROJECT NAME

AL CR 83 (Baldwin Beach Express) Extension – I-10 to I-65

PURPOSE

Provide additional roadway capacity and relief to parallel facilities by creating a new four lane roadway.

IMPROVEMENT

Provide two or four lanes of new capacity.

REGIONAL CONNECTIVITY

This project would provide additional access from I-10 to I-65

PARALLEL FACILITIES

SR 59 runs north/south to the west of AL-CR 83 (Baldwin Beach Express).

BICYCLES AND PEDESTRIANS

Currently, there are no bicycle or pedestrian facilities on the existing project segment.

TRANSIT

N/A.

MAP ID

12

PROJECT NAME

SR 742 (W. Burgess Road) – US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road

PURPOSE

The purpose of this project is to extend/realign Burgess Road to provide for a more direct east-west connector through town. This east-west connection would provide much needed congestion relief for parallel facilities. Currently, Burgess Road between US 29 and I-110 contains multiple turns and it runs through a residential area. As an east-west connector, it is pertinent that the route is realigned so as to make the path of travel safer and more efficient. FDOT project FPID 218429-1; right-of-way funding in FY 20/21.

IMPROVEMENT

Realign/provide four lanes of capacity. Widening SR742/Burgess Road from its current 2-lane undivided typical section to provide a 4-lane divided typical section with median, sidewalks, bike lanes, and stormwater management facilities between US 29 and I-110.

REGIONAL CONNECTIVITY

This segment of Burgess Road is a connector between northwest Escambia County and northeast Escambia County. The western terminus of Burgess Road is US 29, which is a north-south corridor and an evacuation route. The eastern terminus of Burgess Road is at Creighton Road. Davis Highway and I-110 are also part of the emergency evacuation route network. The road network encompassing I-10, to Pensacola Boulevard/US 29, to West Burgess Road, to the entrance of the Pensacola Greyhound Bus Terminal is identified as an Emerging SIS Intermodal Road Connector).

PARALLEL FACILITIES

This project would provide relief to Airport Boulevard and Olive Road.

BICYCLES AND PEDESTRIANS

This project will include pedestrian facilities where deemed feasible by FDOT.

TRANSIT

ECAT does not have a route on this segment of Burgess Road however ECAT does provide service on US 29, Palafox Street, and Davis Highway.

MAP ID

13, 143

PROJECT NAME

I-10 – Alabama State Line to SR 99 (Beulah Road) Overpass; and

I-10 at SR 99 (Beulah Road)

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new interchange at Beulah Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905-1; and FPID 433113-1; and consistent with Beulah Road design segments: (1) 433113-1: I-10 Widening & Interchange; (2) 433113-2 Beulah Rd from SR 10 to Frank Reeder Rd; and (3) 433113-3 Beulah Rd from Frank Reeder Rd to Issacs Lane.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida.

This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID

14, 147

PROJECT NAME

I-10 – SR 99 (Beulah Road) Overpass to Pine Forest Road (SR297); and

Pine Forest Road Interchange Improvements at I-10

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest and Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905-1 and design project FPID 437905-2.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida.

This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID

15, 148

PROJECT NAME

I-10 – Pine Forest Road (SR297) to US 29 (SR 95) and

Nine Mile Road Interchange Improvements at I-10

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest and Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905-1; and design project 437905-3.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida.

This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID

16, 34, 63, 64

PROJECT NAME

US 90 (Mobile Highway) – Florida / Alabama State Line to Mobile Highway/ US 90;
US 90A (West Nine Mile Road) – US 90 (Mobile Highway) to SR 99 (Beulah Road);
US 90A (West Nine Mile Road) – SR 99 (Beulah Road) to SR 297 (Pine Forest Road);
US 90A (West Nine Mile Road) – SR 297 (Pine Forest Road) to US 29 (SR 95).

PURPOSE

The proposed four lane improvement identified in the 2040 Long Range Transportation Plan is based upon the continued development in the central western portion of Escambia County. Increase capacity to address operational deficiencies, congestion and delays along Nine Mile Road in the vicinity of Navy Federal Credit Union (NFCU), consistent with FPID 218605-5; 218605-3; 218605-4; 218605-8; and 218605-9.

IMPROVEMENT

Provide six lanes of capacity. Note: PD&E 218605-5 (Mobile Highway to Beulah) currently calls for 4 lanes; PD&E 218605-8 (Beulah to I-10) calls for 6 lanes; PD&E 218605-9 (I-10 to Pine Forest) calls for 6 lanes.

REGIONAL CONNECTIVITY

The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia to the I-10, and to US 29 as primary north/south access in Escambia County.

PARALLEL FACILITIES

This proposed improvement provides additional east/west capacity and is a local parallel to I-10 and US 90.

BICYCLES AND PEDESTRIANS

The planned widening will improve bicycle and sidewalk facilities on the corridor. There are currently discontinuous shoulder facilities.

TRANSIT

Escambia County Area Transit does not serve this corridor.

MAP ID

17, 18

PROJECT NAME

US 90A (East Nine Mile Road) – US 29 (SR 95) to University Parkway;

US 90A (East Nine Mile Road) – University Parkway to Davis Highway (SR 291)

PURPOSE

The proposed improvement was identified in the 2035 Long Range Transportation Plan based on 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 Alabama to Escambia and Santa Rosa counties. The facility connects destinations in Alabama with the Pine Forest and University Parkway growth centers. Intersection improvements needed at E. Nine Mile / Davis / Scenic needed to reduce future deficiency. Future deficiency reduced with intersection improvements at US 29 / Nine Mile Road intersection.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

This project connects the University of West Florida from University Parkway to US 29. This project segment also connects to roadways that John R. Jones Jr. Athletic Park.

PARALLEL FACILITIES

To the north of the project segment is E Ten Mile Road and Greenbrier Boulevard with connections in University of West Florida and Pensacola Boulevard.

BICYCLES AND PEDESTRIANS

The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT

ECAT Route 43 runs along this project segment from N Davis Highway west to University Parkway. ECAT Route 50 runs along the project segment from Pensacola Boulevard to Chemstrand Road.

MAP ID

19, 56, 81, 82, 83, 84, 98, 99, 100

PROJECT NAME

US 90A (East Nine Mile Road) – SR 291 (Davis Highway) to US 90 (Scenic Highway);

US 90 - Scenic Highway to Escambia River Bridge at Santa Rosa County Line;

US 90 - Escambia River Bridge at Santa Rosa County Line to Simpson River Bridge;

US 90 - Simpson River Bridge to Third Avenue;

US 90 - Third Avenue to CR 197A Bell Lane;

US 90 - CR 197A Bell Lane to Glover Lane;

US 90 - Glover Lane to SR 87 N (Stewart Street);

US 90 - (Caroline Street) / SR 87 N (Stewart Street) to CR 89 (Ward Basin Road);

US 90 - (Caroline Street) CR 89 (Ward Basin Road) to SR 87S.

PURPOSE

The proposed improvement is based on 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 Pensacola to Pace and Pea Ridge to Milton across Escambia and Santa Rosa Counties, connecting with University of West Florida. 220436-2 Segment 1; 220436-3 Segment 2. 440915-2; 220436-6 Segment 3; 220436-7 Segment 4; 220436-8 Segment 5. US 90 through Milton: 440915-1; 440915-2; and 440915-3.

IMPROVEMENT

Provide six lanes of capacity, with four lanes capacity through Milton.

REGIONAL CONNECTIVITY

This project provides an alternate east / west inter-county connector to I-10. This linkage was the only east/west linkage between Pensacola and Milton when Hurricane Ivan destroyed the I-10 Escambia Bay Bridge connection.

PARALLEL FACILITIES

I-10.

BICYCLES AND PEDESTRIANS

The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT

There is no ECAT route along this project segment.

MAP ID

20

PROJECT NAME

SR 289 (Ninth Avenue) – SR 296 (Bayou Boulevard) to CR 290 (Olive Road)

PURPOSE

Add additional roadway capacity and relieve traffic congestion. Capacity needed only if new I-10 / Ninth Avenue Interchange is needed.

IMPROVEMENT

Provide six lanes of capacity with I-10 at Ninth Avenue interchange.

REGIONAL CONNECTIVITY

Ninth Avenue/SR 289 is a north-south minor arterial. Part of this project would include an interchange at I-10. It would provide important regional access with its connections to I-10 and Pensacola Regional Airport. The I-10/Ninth Avenue interchange is identified in the Interstate Master Plan, but cannot be constructed until Ninth Avenue is widened for additional capacity. Also, the Pensacola Regional Airport Surface Access Conditions Report states that intermodal connectivity between I-10 and the airport relies heavily on the Ninth Avenue interchange.

PARALLEL FACILITIES

The widening of the facility from four to six lanes is also intended to provide relief to Davis Highway and Scenic Highway.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit Routes 5 and 9 serve this corridor.

MAP ID

21, 22, 23, 50, 51

PROJECT NAME

SR 173 (S. Blue Angel Parkway) - SR 292 (Sorrento Road) to US 98;

SR 173 (N. Blue Angel Parkway) - US 98 to SR 296 (Saufley Field Road);

SR 173 (N. Blue Angel Parkway) - SR 296 (Saufley Field Road) to SR 297 (Pine Forest Road)

SR 173 (South Blue Angel Parkway) – SR 292 (Gulf Beach Highway) / Sorrento Road to SR 292A

SR 292 (Gulf Beach Highway) at NAS West Gate

PURPOSE

Add additional roadway capacity, relieve roadway congestion; provide alternate route to Naval Air Station (NAS) Pensacola as a SIS Facility, including truck and access improvements at NAS West Gate to create a dedicated truck entrance lane along SR 292 (Gulf Beach Highway) at West Gate, add signals and signage, allow for ease of travel, and reduce congestion, consistent with 421012-1; SIS CFP FY29-45 [SIS ID 3323]; and Feasibility Study 421012-2 (SR 173 from US 98 to SR 297); and Feasibility Study 441056-1 (SR 297 from SR 173 to SR 10).

IMPROVEMENT

Provide four lanes of capacity, and NAS West Gate truck and access improvements.

REGIONAL CONNECTIVITY

This project segment connects two major roadways, US 98 and SR 292, and links north to I-10 via Pine Forest Road as a SIS Military Access corridor. SIS Military Access Facility designation Oct 7, 2016. Dog Track Road intersects with this project segment creating connections for the neighborhoods and side streets in the area. This project segment connects two major roadways, US 98 and SR 296 with the Bellview community. This project segment provides connections with other roadways into the Myrtle Grove and community and connects to Saufley Field.

PARALLEL FACILITIES

Fairfield Drive runs parallel from south/north to the east of the project segment.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor to accommodate SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT

There is no ECAT route along the project segment.

PROJECT NAME

SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge – South Ends of the ICWW Bridge to CR 292A (Gulf Beach Highway) and SR 297 (Innerarity Point Road)

PURPOSE

Add roadway capacity, reduce traffic congestion, and increase intermodal facilities.

IMPROVEMENT

Provide four lanes of capacity and Theo Baars bridge replacement when Deficient.

REGIONAL CONNECTIVITY

Perdido Key Drive extends from the state of Alabama into the state of Florida (though it is named Perdido Beach Boulevard in Alabama). It is located primarily on Perdido Key and is an east-west facility on the island. However, it turns in a north-south direction and intersects Gulf Beach Highway/Innerarity Point Road.

PARALLEL FACILITIES

Given its unique geographic location, no other roads are considered true parallel facilities to Perdido Key Drive.

BICYCLES AND PEDESTRIANS

Bicycle lanes are currently present on this segment of Perdido Key Drive. The widening improvement will also include bicycle facilities and will add sidewalks.

TRANSIT

Perdido Key Drive is not currently served by Escambia County Area Transit.

MAP ID

25

PROJECT NAME

SR 292 Sorrento Road – SR 297 (Innerarity Point Road) / SR 292A (Gulf Beach Highway) to SR 173 (S. Blue Angel Parkway)

PURPOSE

The purpose of this project is to provide additional roadway capacity.

IMPROVEMENT

Provide four lanes of capacity, consistent with FPID 421011-2

REGIONAL CONNECTIVITY

This section of Sorrento Road/SR 292 is a generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road.

PARALLEL FACILITIES

This section of Sorrento Road/SR 292 is a generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road.

BICYCLES AND PEDESTRIANS

Bicycle lanes are not currently present on the majority of this segment. The widening improvement will include the addition of bicycle facilities and sidewalks.

TRANSIT

This segment of Sorrento Road is not currently served by Escambia County Area Transit.

MAP ID

26, 27

PROJECT NAME

SR 292 (Sorrento Road / Gulf Beach Highway) – SR 173 (S. Blue Angel Parkway) to SR 272 (Fairfield Drive); and

SR 292 (Gulf Beach Highway) – SR 272 (Fairfield Drive) to SR 295 (Navy Boulevard)

PURPOSE

Add roadway capacity and relieve congestion.

IMPROVEMENT

Provide four lanes of capacity consistent with FPID 218493-2, and -3. [218493-2: S. Fairfield Dr. to Navy Blvd; and 218493-3 Blue Angel Pkwy to S. Fairfield Dr.] Patton Drive realignment will likely further reduce deficiency.

REGIONAL CONNECTIVITY

This project connects the Navy Point neighborhood and the Pleasant Grove area by a major roadway. This segment also connects to other major roadways such as S Blue Angel Parkway, Gulf Beach Highway, and Fairfield Drive.

PARALLEL FACILITIES

Taylor Road runs parallel with SR 292 to the south.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment from Fairfield Drive to Decatur Avenue. Pedestrian facilities are then located along the project segment from Patton Drive to SR 295 (Navy Boulevard). There are no bicycle facilities along the project segment. Bike / Ped improvements are proposed in PD&E study.

TRANSIT

ECAT Route 55 travels along the project segment from South Fairfield Drive to South Navy Boulevard.

MAP ID

28, 29

PROJECT NAME

SR 297 (Pine Forest Road) – I-10 (SR 8) to US 90 (W. Nine Mile Road); and

CR 297 (Pine Forest Road) – US 90A (W. Nine Mile Road) to Nine and ½ Mile Road

PURPOSE

Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT

Provide four lanes of capacity, consistent with FPID 437764-1. Future capacity or improvements may be needed if identified in:

- Feasibility Study 441056-1 [Widen from four to six lanes SR 297 (Pine Forest Road) from SR 173 (Blue Angel Parkway) to SR 10 (Nine Mile Road); and / or
- Feasibility Study 421012-2 [Widen from two to four lanes SR 173 (Blue Angel Parkway) from US 98 to SR 297 (Pine Forest Road)].

REGIONAL CONNECTIVITY

This project segment connects the Pine Forest area to W Nine Mile Road. Pine Forest Road is wholly located in unincorporated Escambia County. It is a north-south facility terminating at SR 10-A/Mobile Highway on the south and East Kingsfield Road to the north.

PARALLEL FACILITIES

The nearest south/north facility is Pensacola Boulevard approximately 2.3 miles to the east of the project segment. As a north-south facility, Pine Forest Road provides relief to SR 95/Pensacola Boulevard and CR 95-A/Palafox Street.

BICYCLES AND PEDESTRIANS

There is a bicycle facility on the east side of the project segment. There are no other bicycle and pedestrian facilities along the project segments.

TRANSIT

There is currently no ECAT route along the project segment.

MAP ID

42, 31, 30

PROJECT NAME

SR 727 (South Fairfield Drive) –SR 292 (Gulf Beach Highway) to US 98

SR 727 (N. Fairfield Drive) - US 98 to SR 298 (Lillian Hwy)

SR 727 (West Fairfield Drive) –SR 298 (Lillian Highway) to US 90 (Mobile Highway)

PURPOSE

Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT

Provide four lanes of capacity, consistent with 431883-7 for mobility management projects.

REGIONAL CONNECTIVITY

Fairfield Drive is situated in a north-south direction to the south of SR 298/Lillian Highway and in an east-west direction to the north. SR 295/Navy Boulevard/New Warrington Road and SR 173/Blue Angel Parkway are north/south parallel facilities that also connect to US 98. This project segment connects neighborhoods in West Pensacola and Myrtle Grove to Lillian Highway, which provides direct access to Millview. This project segment also provides connection to US 90.

PARALLEL FACILITIES

Lillian Highway to the south provides west/east travel to US 90 and into Millview. N Blue Angel Parkway to the west (approximately 1.5 miles) provides south/north connections from US 98 to SR 298.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle lanes and pedestrian facilities along the project segment; consistent bike / ped facilities need to be provided in the typical section.

TRANSIT

ECAT Route 1 runs along the project segment. ECAT Route 2 travels along the project segment from Jackson Street to Lillian Highway. ECAT Route 55 runs from Gulf Beach Highway to Eliasberg Street.

MAP ID

32, 33

PROJECT NAME

US 29 Connector West Bypass [Segment 2] US 29 (SR 95) to Muscogee Road

US 29 Connector West Bypass [Segment 1] Muscogee Road to I-10 New Interchange

PURPOSE

Add additional roadway capacity and relieve traffic congestion based on the Escambia County Sector Plan to address projected growth in Central Escambia County.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects W Nine Mile Road and N Highway 29

PARALLEL FACILITIES

This project segment provides an alternative to N Highway 29, which would be the parallel facility to this project.

BICYCLES AND PEDESTRIANS

Bike / ped facilities would be incorporated into the typical section.

TRANSIT

Transit needs in this area are being addressed in the Transit Development Plan update.

MAP ID

34, 49

PROJECT NAME

SR 296 (Saufley Field Road) – SR 173 (N. Blue Angel Parkway) to Saufley Field Entrance

SR 296 (Saufley Field Road) - US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as provide access management improvements to the entrance of Saufley Field.

IMPROVEMENT

Provide four lanes of capacity and access improvements to Saufley Field.

REGIONAL CONNECTIVITY

The project segment connects the Navy Outlying Field Saufley to North Blue Angel Parkway to the east, which is a major roadway. The project segment also leads into the Bellview neighborhood and to US 90 to the east.

PARALLEL FACILITIES

Bellview Avenue to the north of the project segment connects to East Fence Road adjacent to Saufley Field and North Blue Angel Parkway.

BICYCLES AND PEDESTRIANS

There are currently limited bicycle or pedestrian facilities along the project segment such as shoulder bike lanes. Bike / ped facilities will be included in the typical section.

TRANSIT

Currently, ECAT Route 63 utilizes the project segment.

MAP ID

36, 127

PROJECT NAME

I-10 New Overpass – Frank Reeder Road to Devine Farm Road; and
Frank Reeder Road / Devine Farm Road from SR 99 (Beulah Road) to CR 97 (Jacks Branch)

PURPOSE

The purpose of the project is to provide a new overpass over I-10 and to improve capacity on the Frank Reeder Road / Devine Farm Road corridor in accordance with growth identified in Escambia County Sector Plan. Project identified by Commission Bergosh and Citizens Advisory Committee member.

IMPROVEMENT

New overpass, and capacity improvements to be identified in a Corridor Study.

REGIONAL CONNECTIVITY

This overpass would connect Frank Reed Road and Beulah Road to the west to Devine Farm Road and Jacks Branch Road to the east.

PARALLEL FACILITIES

There are no parallel facilities to the new overpass project.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along either roadway, but the Corridor Study would identify the recommended improvements.

TRANSIT

There are currently no ECAT routes along the roadways that would connect to the overpass.

MAP ID

37

PROJECT NAME

CR 453 (North W. Street) – SR 296 (Beverly Parkway) to SR 750 (West Airport Boulevard)

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects Beverly Parkway to West Airport Boulevard, which are two major roadways. The Bent Athletic Complex / Football Field is directly adjacent to the project segment.

PARALLEL FACILITIES

North Old Palafox Highway runs south/north approximately 0.6 miles to the west of the project segment from Beverly Parkway to West Airport Boulevard.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along both sides of the project segment from Beverly Parkway until Van Pelt Lane. There are no bicycle facilities along the project segment, but bike / ped facilities would be incorporated into the typical section.

TRANSIT

There are currently no ECAT routes along the project segment.

MAP ID

47, 40, 39, 38

PROJECT NAME

US 98 - East end of Lillian Bridge to CR 297 (Dog Track Road) / US 98 (Lillian Hwy);

US 98 - CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy) to SR 173 (S. Blue Angel Parkway);

US 98 - SR 173 (N. Blue Angel Parkway) to SR 727 (S. Fairfield Dr); and

US 98 - SR 727 (S. Fairfield Dr) to SR 295 (N. Navy Blvd)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as improve access along US 98 from the Alabama State Line to Navy Boulevard.

IMPROVEMENT

Widen to six lanes and create access improvements to Corry Station at Navy Exchange Road.

REGIONAL CONNECTIVITY

This project segment provides additional connectivity to Corry Station at Navy Exchange Road, as well as connecting South Fairfield Drive to the Warrington neighborhoods, and linking to Blue Angel Parkway, Lillian Highway, and Dog Track Road. This project segment connects North Blue Angel Parkway and South Fairfield Drive which are two major roadways in the area. The project segment also connects to side streets and neighborhoods.

PARALLEL FACILITIES

Chiefs Way to the north of the project segment runs west/east through Corry Station from S 72nd Avenue to SR 295, but does not connect to S Fairfield Drive. Further north, West Jackson Street runs parallel to the project segment and connects South Fairfield Drive to N New Warrington Road, but does not connect to Corry Station. Additional facilities include Fairfield Drive, Blue Angel Parkway, Lillian Highway, and Dog Track Road.

BICYCLES AND PEDESTRIANS

Proposed improvements would need to add bicycle / pedestrian facilities.

TRANSIT

ECAT Route 58 utilizes the project segment until Navy Exchange Road.

MAP ID

41

PROJECT NAME

SR 295 (North New Warrington Road) – US 98 to US 90 (Mobile Highway)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects two major roadways, US 98 and US 90 (Mobile Highway)

PARALLEL FACILITIES

Approximately two miles to the east, North Pace Boulevard runs parallel to SR 295 (North New Warrington Road) and connects US 98 and US 90 (West Cervantes Street).

BICYCLES AND PEDESTRIANS

There are currently some pedestrian facilities on the east side of the project segment and through roadway intersections. There are no bicycle facilities along the project segment.

TRANSIT

ECAT Route 59A utilizes the project segment along North New Warrington Road.

MAP ID

43

PROJECT NAME

US 90 (Mobile Highway) – SR 295 (New Warrington Road) to SR 297 (Pine Forest Road)

PURPOSE

Add additional roadway capacity and reduce traffic congestion. The need to widen US 90 is based on the continued development in the western portion of Escambia County. US 90 connects Alabama with Escambia County and the City of Pensacola. It continues east into Santa Rosa County and parallels I-10.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

The project segment connects the Bellview neighborhood and other neighborhood side streets to major roadways from SR 295 (New Warrington Road) to SR 297 (Pine Forest Road).

PARALLEL FACILITIES

North Palafox Street and North Old Palafox Highway run parallel to the project segment from West Fairfield Drive to I-10.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along portions of the project segment, but there are many network gaps between them. There are no bicycle facilities along the project segment.

TRANSIT

ECAT Routes 1 and 47 currently utilize the project segment. ECAT Route 63 utilizes the project segment through the West Michigan Avenue intersection.

MAP ID

46, 45, 44

PROJECT NAME

SR 298 (Lillian Hwy) - CR 297 (Dog Track Road) / US 98 to SR 173 (N. Blue Angel Parkway);
SR 298 (Lillian Hwy) - SR 173 (N. Blue Angel Parkway) to SR 295 (N New Warrington Rd);
SR 298 (Lillian Hwy) - SR 295 (N New Warrington Rd) to US 98 / US 90 (Mobile Hwy).

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

These project segments connect two major roadways, SR 295 and US 90 with side streets that enter into neighborhoods, such as Myrtle Grove. These segments connect SR 173 (North Blue Angel Parkway) through the Myrtle Grove community to SR 295 (North New Warrington Road), West Fairfield Drive to the north of the project, and Lillian Highway to US 98 and North Blue Angel Parkway, eventually leading to either the Lillian Bridge or into the Myrtle Grove community.

PARALLEL FACILITIES

There are no facilities that run parallel in the way the project segment does from SR 295 to US 98 / US 90.

BICYCLES AND PEDESTRIANS

There is a small portion of shoulder bicycle lane next to SR 295 along the project segment, but otherwise there are no bicycle or pedestrian facilities along the project segment. Bike / ped facilities need to be incorporated into the typical section.

TRANSIT

ECAT Route 2 utilizes a portion of the project segment.

MAP ID

48, 121

PROJECT NAME

SR 296 (Brent Lane) – SR 291 (Davis Highway) to SR 29 (North Palafox Street)

SR 296 (Beverly Pkwy / W. Michigan Ave) from US 29 (N. Palafox St) to US 90 (Mobile Hwy)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion, and to incorporate significant new construction for Baptist Hospital campus relocation.

IMPROVEMENT

Provide six lanes of capacity from SR 291 (Davis Highway) to SR 29 (North Palafox Street); and conduct a Corridor Study to determine if additional capacity or other improvements are needed on the western segment from US 29 to US 90.

REGIONAL CONNECTIVITY

This project segment connects the community of Brent with SR 98 (North Palafox Street) to SR 291 (Davis Highway), and to the Pensacola Christian School. This project also provides a connection over the CSX transportation railroad line. The corridor continues west to US 90 (Mobile Highway).

PARALLEL FACILITIES

To the north, Airport Boulevard connects Pensacola Boulevard to I-110 parallel to the project segment.

BICYCLES AND PEDESTRIANS

Currently there are some shoulder bicycle lanes, and pedestrian facilities along both sides of the project segment.

TRANSIT

There are currently no ECAT Routes that utilize the project segment at this time.

MAP ID

52

PROJECT NAME

Truck Parking – FDOT truck weigh station on US 29 near Pinoak Lane

PURPOSE

The purpose of the project is to add commercial truck parking on the north side of I-10 and the west side of US 29 as part of the FDOT Freight Mobility Plan.

IMPROVEMENT

Provide commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan).

REGIONAL CONNECTIVITY

The project allows for trucks to travel throughout the region and be able to park safely in between trips.

PARALLEL FACILITIES

There are no facilities parallel to the project.

BICYCLES AND PEDESTRIANS

There are no bicycle or pedestrian facilities surrounding the project location area.

TRANSIT

There are no ECAT routes along the roadway the project is located on at this time.

MAP ID

53, 125, 104

PROJECT NAME

Port Main Gate Relocation – E. Main Street and SR 196 (Bayfront Parkway)

Port Access to/from I-110 for port freight vehicles Port of Pensacola

SR 196 (Main Street / Bayfront Parkway) Alcaniz Street, US 98 / E. Chase Street

PURPOSE

The purpose of the project is to provide access improvements to and from I-110 to the Port of Pensacola for freight vehicles in accordance with the Port Master Plan. Integrates with Corridor Study on Main Street / Bayfront Parkway to maintain freight / port access on Bayfront Parkway.

IMPROVEMENT

Corridor Study and Access Improvements to/from I-110 for port freight vehicles (part of Bayfront Corridor). Includes main gate relocation at Port consistent with Port Master Plan; and SIS CFP FY29-45 [SIS Project ID 3452]. Councilwoman Hill request for possible road diet on Bayfront Parkway to address speeding; however, need to balance with Port truck access needs.

REGIONAL CONNECTIVITY

This project allows for improved access for freight vehicles to travel to and from the Port of Pensacola and I-110. Freight vehicles travel from all over the region to utilize the port.

PARALLEL FACILITIES

There are no facilities that are parallel to the project.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities surrounding the area of the project, but there are no bicycle facilities at this time. Bike / Ped connectivity is needed to connect downtown Pensacola historic district with new Pensacola Bay (Chappie James) Bridge multi-use paths.

TRANSIT

Currently, ECAT Route 32 and Route 32 provide service along portions of the corridor.

MAP ID

54

PROJECT NAME

US 29 (Pensacola Boulevard) – Nine ½ Mile Road to FL/AL State Line

PURPOSE

This project adds additional roadway capacity and reduces traffic congestion, in accordance with Freight Mobility Plan / SIS Needs Plan. Includes project segment from 2040 Needs Plan to Roberts Road.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

The project segment connects and provides access for the city of Pensacola and other neighborhoods and communities in Escambia County to the community of Century to the FL/AL State Line.

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment in the same way that US 29 does from the segment extents.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT

Currently, ECAT Route 60 utilizes the project segment.

MAP ID

55

PROJECT NAME

Greenbrier Boulevard Extension – East Ten Mile Road / Guidy Lane to Campus Drive on University of West Florida (UWF).

PURPOSE

The purpose of the project is to add additional roadway capacity, reduce traffic congestion, and extend the roadway to the University of West Florida (UWF) consistent with the UWF Campus Master Plan.

IMPROVEMENT

Provide two lanes of capacity and road extension.

REGIONAL CONNECTIVITY

This project segment would provide a west/east entrance and exit out of UWF, which the campus currently does not have.

PARALLEL FACILITIES

East Nine Mile Road to the south runs parallel to the project segment, from Guidy Lane to University Parkway. University Parkway leads into UWF. There is no other west/east connection into UWF.

BICYCLES AND PEDESTRIANS

There are currently no bicycle facilities along the project segment. However, there are some sidewalk facilities along the southern side of the project segment.

TRANSIT

There is currently no ECAT Route along Greenbrier Boulevard.

MAP ID

57

PROJECT NAME

SR 99 (Beulah Road) – US 90 (Mobile Highway) to I-10 New Interchange

PURPOSE

Provide an I-10 interstate connection at SR 99, Beulah Road to improve internal regional connectivity within portions of Escambia County slated for future development and reduce congestion on alternative routes.

IMPROVEMENT

Provide new I-10 interchange at Beulah Road, linking to I-10 mainline improvements. The scope of this project is to widen Beulah Road to four lanes from W. Nine Mile Rd to W. Kingsfield Rd and provide a new interchange at I-10, including widening of I-10 from the FL/AL state line to the Pensacola weigh station. Future phases to extend the beltway beyond W. Kingsfield to US 29 would be evaluated under separate PD&E studies.

REGIONAL CONNECTIVITY

This project connects US 90 and W Nine Mile Road to I-10 through a new interchange

PARALLEL FACILITIES

There are currently no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are no bicycle or pedestrian facilities along the project segment. The proposed typical section for Beulah Rd is an urban curb & gutter 4-lane divided roadway with bike lanes and sidewalks. A Shared Use path in lieu of bike lanes is being considered.

TRANSIT

There is currently no ECAT transit route along the project segment.

MAP ID

58

PROJECT NAME

CR 749 (Chemstrand Road) – Nine Mile Road to Old Chemstrand Road

PURPOSE

The project adds additional roadway capacity and relieves traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

Provides access to numerous developments and serves as the main roadway for access to the regional utility services and a large chemical plant on the northern end of the roadway.

PARALLEL FACILITIES

This four lane facility provides north/south capacity and acts as a parallel facility to US 29.

BICYCLES AND PEDESTRIANS

The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit does not serve this portion of the corridor.

MAP ID

59

PROJECT NAME

Well Line Road – US 29 to CR 97 (Jacks Branch)

PURPOSE

Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Well Line Road.

IMPROVEMENT

Provide a new two lane facility.

REGIONAL CONNECTIVITY

A Well Line Road extension would connect CR 97 to US 29 and provide additional east/west connections within Escambia County.

PARALLEL FACILITIES

Muscogee Road located a mile to the south of Well Line Road is the closest parallel facility

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along Well Line Road.

TRANSIT

ECAT does not currently have any routes along this roadway.

MAP ID

60

PROJECT NAME

Kingsfield Road – CR 97 W to SR 99 (Beulah Road)

PURPOSE

Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Kingsfield Road.

IMPROVEMENT

Provide new two lane facility.

REGIONAL CONNECTIVITY

This project segment creates an additional connection from CR 97 W to Beulah Road. This segment provides direct connections for the neighborhoods in the area to an arterial road.

PARALLEL FACILITIES

The nearest parallel facility is Muscogee Road located two miles to the north that connects Beulah Road to CR 97.

BICYCLES AND PEDESTRIANS

Pedestrian facilities begin on the east part of the intersection into Ransom Middle School on West Kingsfield Road. There are currently no bicycle facilities along this roadway.

TRANSIT

The ECAT currently has no transit routes on Kingsfield Road.

MAP ID

61

PROJECT NAME

Quintette Road – US 29 to CR 97 (Jacks Branch)

PURPOSE

Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Quintette Road.

IMPROVEMENT

Provide new two lane facility.

REGIONAL CONNECTIVITY

The Quintette Road addition would create an additional east/west connection through Escambia County.

PARALLEL FACILITIES

To the south of West Quintette Road is Muscogee Road which travels east to west.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along West Quintette Road.

TRANSIT

The ECAT currently has no transit routes along Quintette Road.

MAP ID

62

PROJECT NAME

SR 750 (Airport Boulevard) at Railroad Crossing

PURPOSE

Provide an overpass over the railroad tracks that cross Airport Boulevard east of US29. This project originated with citizen input on the 2040 LRTP and related to motorcycle safety.

IMPROVEMENT

Create a railroad overpass.

REGIONAL CONNECTIVITY

This project provides safe passage over the railroad tracks along Airport Boulevard.

PARALLEL FACILITIES

There are no parallel facilities to the railroad crossing project.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle lanes and pedestrian facilities on both sides of the roadway along SR 750 (Airport Boulevard).

TRANSIT

ECAT Route 63 utilizes this portion of SR 750 (Airport Boulevard).

MAP ID

65

PROJECT NAME

Muscogee Road Reconstruction – SR 99 (Beulah Road) to US 29 (SR 95)

PURPOSE

The purpose of the project is to reconstruct Muscogee Road from SR 99 to US 29 to widen the roadway and provide shoulder improvements to add additional roadway capacity and reduce traffic congestion consistent with the Escambia County Sector Plan.

IMPROVEMENT

Reconstruction including widening and shoulder improvements.

REGIONAL CONNECTIVITY

This project segment connects SR 99 (Beulah Road) to US 29 (SR 95), near the state boundary and connecting side streets and neighborhoods in Cantonment.

PARALLEL FACILITIES

There is no direct parallel facility to the project segment. Well Line Road to the north runs parallel but does not meet the same limits that Muscogee Road does.

BICYCLES AND PEDESTRIANS

There are sporadic and inconsistent bicycle and pedestrian facilities along the project segment. Future reconstruction needs to provide bike / ped facilities.

TRANSIT

At this time, there are no ECAT Routes along the project segment.

MAP ID

67

PROJECT NAME

US 29 Connector East Bypass / CR 184 (Quintette Road) – US 29 (SR 95) to CR 197 (Chumuckla Highway / Five Points)

PURPOSE

Add additional roadway capacity and an alternative east / west connection across the Escambia River between Santa Rosa and Escambia Counties.

IMPROVEMENT

Provide four lanes of capacity and bridge replacement of the Quintette Road over the Escambia River.

REGIONAL CONNECTIVITY

This project segment connects east Escambia County with west Santa Rosa County

PARALLEL FACILITIES

The nearest parallel facility is approximately ten miles away to the south. E Nine Mile Road runs west/east and connects east Escambia County with west Santa Rosa County. It serves as an alternate connection between the counties other than US 90 or I-10.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities located along the project segment.

TRANSIT

There are currently no transit routes along the project segment. Santa Rosa County does not have a public transportation system at this time, and there are no ECAT routes that utilize the project segment.

MAP ID

68

PROJECT NAME

Regional ATMS – Multiple Locations

PURPOSE

To provide an integrated Advanced Traffic Management System (ATMS) across Santa Rosa and Escambia Counties in accordance with the ATMS System Plan.

IMPROVEMENT

Obligate up to 90% of Federal Urbanized (SU) funds in FY23-24 and 24-25 for development of Regional Traffic Management Center and on-system Regional Advanced Traffic Management System. Includes ATMS network and facility.

REGIONAL CONNECTIVITY

Provides inter-county connectivity between Escambia and Santa Rosa Counties.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

N/A

TRANSIT

N/A

MAP ID

69

PROJECT NAME

CR 197A (Bell Lane) – CR 191B (Sterling Way) to US 90

PURPOSE

Add roadway capacity, reduce traffic congestion and create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

Bell Lane is located in unincorporated Santa Rosa County to the west of the City of Milton. It is a north-south county facility (CR 197-A) connecting US 90 with Sterling Way/CR 191-B. Sterling Way then connects to SR 281/Avalon Boulevard.

PARALLEL FACILITIES

Avalon Boulevard/SR 281 and Garcon Point Road/CR 191 are the major roadways that are parallel to Bell Lane that also intersect US 90. These facilities can be used to travel from US 90 to I-10/SR 8.

BICYCLES AND PEDESTRIANS

With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

70, 71

PROJECT NAME

Pea Ridge Connector – US 90 to Hamilton Bridge Road – Phase 1

Pea Ridge Connector – Hamilton Bridge Road to CR 191 (Willard Norris Road) – Phase 2

PURPOSE

Add roadway capacity, reduce traffic congestion and create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of new capacity.

REGIONAL CONNECTIVITY

The need for this new 4 lane facility was identified in Pace Master Plan developed by Santa Rosa County. This analysis was developed based upon evaluation of future land use and traffic demand along the project's corridor. This facility provides a north-south connection between US 90 and Willard Norris Road, which provides connections between several of the identified activity centers. Formerly known as the Santa Villa Drive extension, the project would act as a parallel to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR87. This facility provides additional capacity in an area identified for continued growth in the region. The southern segment was initiated by Santa Rosa County with Local Funding in August 2020.

PARALLEL FACILITIES

This new 4 lane facility provides additional north/south capacity and acts as a parallel facility to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR 87.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

72, 80

PROJECT NAME

I-10 - SR 281 (Avalon Boulevard) to SR 87 South;

I-10 - SR 87 South to Okaloosa County Line

PURPOSE

Add roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity, in accordance with SIS CFP FY29-45 [SIS project ID 3319]; and 413062-4 and 413062-5. Improvements will be considered along mainline I-10, as well as at the SR 281, South Garcon Point Road, CR 89 and SR 87 Interchanges. Bridge replacements at CR 191 Interchange, CR 89 Interchange, and SR 87 Interchange. An Interchange Operational Analysis Report (IOAR) will analyze and document the operations of these interchanges and if needed an Interchange Modification Report (IMR) will be required. Project segments include:

- 413062-4 Avalon Blvd to Okaloosa CL (SR Co)
- 413062-5 Santa Rosa Co to w of Log Lake Rd (OK Co)
- 413062-6 from E of Avalon Blvd to E of Blackwater Bridge (SR Co)
- 413062-7 E of Blackwater Bridge to E of SR 87 (SR Co)
- 413062-8 E of SR 87 to Millers Bluff Road (SR Co)
- 413062-9 From Millers Bluff Road to Okaloosa Co Line in (SR Co)

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Santa Rosa County. US 90/SR 10 is a parallel facility to I-10/SR 8.

PARALLEL FACILITIES

US 90 runs from Highway 87 S through the Okaloosa County Line directly to the north of the project segment.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along the project segment.

TRANSIT

There is no ECAT route along the project segment.

MAP ID

73

PROJECT NAME

SR 399 (Navarre Beach Causeway) – US 98 (SR 30) to SR 399 (Gulf Boulevard)

PURPOSE

Provide additional capacity to Navarre Beach replacing the causeway and existing bridge when deficient.

IMPROVEMENT

Provide four lanes of capacity and bridge replacement.

REGIONAL CONNECTIVITY

The Navarre Beach Causeway connects US 98 to SR 399 (Gulf Boulevard) over the Santa Rosa Sound.

PARALLEL FACILITIES

The nearest parallel facility to the Navarre Beach Causeway is Pensacola Beach Road to the west.

BICYCLES AND PEDESTRIANS

As a part of the improvement of the Navarre Beach Causeway, sidewalks and bicycle facilities will be added, thereby increasing mode choice.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

74

PROJECT NAME

Navarre Community Access Road – Edgewood Drive to Whispering Pines Boulevard

PURPOSE

Create additional roadway capacity, provide relief to parallel facilities, and add mode choice to provide local relief to US 98.

IMPROVEMENT

Provide two lanes of new capacity.

REGIONAL CONNECTIVITY

This project segment connects Edgewood Drive to Whispering Pines Boulevard.

PARALLEL FACILITIES

A main purpose for the creation of the Navarre Community Access Road will be to act as a reliever facility for US 98/SR 30.

BICYCLES AND PEDESTRIANS

As a part of the construction of the Navarre Community Access Road, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

75

PROJECT NAME

CR 191B (Sterling Way) – CR 197A (Bell Lane) to Avalon Boulevard (SR 281)

PURPOSE

Add roadway capacity, reduce traffic congestion and to create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This portion Sterling Way is located in unincorporated Santa Rosa County to the southwest of the City of Milton. It is an east-west county facility (CR 191-B) connecting Bell Lane/CR 197-A with Avalon Boulevard / SR 281.

PARALLEL FACILITIES

Two miles to the north is US 90 which runs west/east parallel to the project segment, and also makes connections to Bell Lane and Avalon Boulevard.

BICYCLES AND PEDESTRIANS

With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

76

PROJECT NAME

Watkins Street Extension – US 90 (SR 10) to Sterling Way

PURPOSE

Increase the roadway network in this area of Santa Rosa County in order to accommodate future traffic demand. This demand is expected due to the development of activity centers in this part of the county.

IMPROVEMENT

Provide an improved/new two lane facility.

REGIONAL CONNECTIVITY

The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

PARALLEL FACILITIES

The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

BICYCLES AND PEDESTRIANS

Bicycle lanes and sidewalks will be added as a component of the Watkins Street extension.

TRANSIT

Santa Rosa County does not currently have a transit service.

MAP ID

77

PROJECT NAME

CR 184A (Berryhill Road) – Five Points Intersection to W Spencer Field Road

PURPOSE

Add roadway capacity, reduce traffic congestion and implement bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

PARALLEL FACILITIES

Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

BICYCLES AND PEDESTRIANS

With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

79

PROJECT NAME

E. Spencer Field Road – US 90 to Hamilton Bridge Road

PURPOSE

Create additional roadway capacity and add modal choice by widening the roadway segment to four lanes and increasing bicycle and pedestrian features.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

PARALLEL FACILITIES

East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

BICYCLES AND PEDESTRIANS

The current roadway configuration does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities, thereby increasing mode choice.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

85

PROJECT NAME

CR 197A (Woodbine Road) – US 90 to Five Points Intersection

PURPOSE

Provides additional capacity in an area identified for continued growth in the region.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This facility provides a north-south connection between US 90 and Alabama, as well as connecting to the proposed beltway, which provides connections between several of the identified activity centers.

PARALLEL FACILITIES

This four lane facility provides north/south capacity and acts as a parallel facility to Chumuckla Highway and SR 87.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit does not serve this corridor.

MAP ID

86

PROJECT NAME

Panhandle Trail Drive – US 98 to East River Drive

PURPOSE

Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT

Provide an enhanced two lane facility. The right of way and drainage issues will prohibit anything greater and is cost prohibitive.

REGIONAL CONNECTIVITY

This project would add an additional connection from US 98 to neighborhoods and schools within Navarre. Panhandle Trail is also the eastern segment boundary of the Navarre Community Access Road Feasibility Study. This is the preferred direction of travel currently: Panhandle Trail from US 98 to East River Road. Santa Rosa County would like for FDOT to add traffic counts along this corridor for future Congestion Management Process plan updates.

PARALLEL FACILITIES

This facility provides a north/south alternative to the portions of US 98 and SR 87. Ortega Street to the west is approximately 1 mile away and the closest connection to the neighborhood and school besides SR 87.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor. Santa Rosa County continues to pursue a TAP application for paved shoulders because of some bike/ped crashes and a fatality.

TRANSIT

Santa Rosa County does not currently have a transit service.

MAP ID

87, 88, 89, 90, 91

PROJECT NAME

US 98 (Gulf Breeze Parkway) - Bayshore Road to Portside Drive;

US 98 (Gulf Breeze Parkway) - Portside Drive to Bergren Road;

US 98 (Gulf Breeze Parkway) - Bergren Road to Ramble Bay Lane;

US 98 (Gulf Breeze Parkway) - Ramble Bay Lane to Ortega Street;

US 98 (Gulf Breeze Parkway) - Ortega Street to Okaloosa County Line.

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity, consistent with:

- SIS CFP FY29-45 [SIS project ID 3427]; 220440-1
- SIS CFP FY29-45 [SIS project ID 3490]; 220426-3
- SIS CFP FY29-45 [SIS project ID 3461]; 220426-4
- SIS CFP FY29-45 [SIS project ID 3462]; 220426-6
- SIS CFP FY29-45 [SIS project ID 3462]; 220426-5

REGIONAL CONNECTIVITY

This project segment connects neighborhoods in Navarre to a main east-west connector.

This project segment connects to the Tiger Point Park and Tiger Point Golf Club as a main roadway entrance, as well as leading to intersections to other main roadways off of the island.

The segment connects neighborhoods along Navarre Parkway to Highway 87 and Navarre Beach Causeway. This project segment connects Navarre to the Santa Rosa and Okaloosa county lines, and allows for travel into the Okaloosa area.

PARALLEL FACILITIES

SR 399 runs east-west to the north of US 98.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle lanes along the project segment. However, there are no pedestrian facilities along the project segment. Soundside multiuse path connects on the western end of the project alignment.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

92, 93

PROJECT NAME

CR 197 (Chumuckla Hwy) from US 90 to Five Points Intersection;

CR 197 (Chumuckla Hwy) from Five Points Intersection to Smyer Drive

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects the community of Pace north towards main roadways such as US 90 and other county roads. This project segment connects the Five Points intersection to Smyer Drive which allows for access to the Santa Rosa Sports Plex as well as the neighborhoods and surrounding side streets.

PARALLEL FACILITIES

West Spencer Field Road to the east runs parallel to the project segment, connecting US 90 and Berryhill Road.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

94

PROJECT NAME

Daniel Street – Shoreline Drive to US 98 (Gulf Breeze Parkway)

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects side streets and neighborhoods to US 98 (Gulf Breeze Parkway). US 98 is the main roadway connecting Gulf Breeze to Pensacola and to Pensacola Beach.

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle facilities and pedestrian facilities along the current project segment.

TRANSIT

There is currently no public transportation in Santa Rosa County at this time.

MAP ID

95, 96, 97

PROJECT NAME

SR 87A New Connector from US 90 to CR 191 (Munson Hwy)

SR 87A New Connector from CR 191 (Munson Hwy) to SR 87N

SR 87N – US 90 via SR 87A New Connector to FL-AL State Line

PURPOSE

The purpose of the project is to have access to Whiting Field added to the Strategic Intermodal System (SIS) and/or the Strategic Highway Network (STRAHNET), and to provide for the new SR 87 Connector as a bypass around Milton for access to Whiting and SR87N from US 90 and SR 87 to I-10.

IMPROVEMENT

Add to Strategic Intermodal System (SIS) and/or Strategic Highway Network (STRAHNET) Whiting Field; and new four lane capacity corridor for SR 87 Connector; consistent with 416748-8, and 416748-9.

REGIONAL CONNECTIVITY

This project segment connects Milton in Santa Rosa County to the FL-AL State Line to allow for additional access and travel to and from the area.

PARALLEL FACILITIES

There are currently no facilities that run parallel to the project segment that create a direct connection to the FL-AL state line.

BICYCLES AND PEDESTRIANS

There are currently no existing bicycle or pedestrian facilities along the project segment that is currently built.

TRANSIT

There is currently no public transportation system within Santa Rosa County.

MAP ID

101, 102

PROJECT NAME

Becks Lake Road RR Crossing from US 29 at Becks Lake Road

US 29 RR Crossing south of Muscogee Road (Paper Mill entrance)

PURPOSE

Reduce traffic delay by improving rail crossings at this intersection. Crossing could be elevated roadway or other solution to minimize traffic delays due to train access to paper mill. Project requested by Citizen's Advisory Committee member.

IMPROVEMENT

Railroad crossing overpass or other improvement. Solution may involve reconfiguration of US 29 and Muscogee Road intersection as there is currently not sufficient spacing to create roadway overpasses under existing configuration.

REGIONAL CONNECTIVITY

US 29 is primary north-south arterial in Escambia County. Muscogee Road is becoming more heavily used in accordance with Escambia County Sector Plan buildout and potential future linkage to Beulah Road I-10 Interchange and related roadway improvement.

PARALLEL FACILITIES

None.

BICYCLES AND PEDESTRIANS

There are currently no bike / ped facilities.

TRANSIT

None.

MAP ID

103

PROJECT NAME

Pinestead-Longleaf Connector - SR 297 (Pine Forest Road) to Wymart Road (Phase 1)

PURPOSE

Per the 2008 PD&E study, the purpose was to evaluate alternatives for new east-west connection to improve regional mobility and provide an intra-county transportation facility between Pine Forest and US29. Since that time, Escambia County has determined that traffic needs do not warrant the 4-lane capacity widening proposed in the PD&E. The actual daily volume on this road has actually decreased by about 1% per year. This is due in part to multiple factors, including the closure of the West Florida High School campus on this street, the abandonment of the county-wide east-west connector project, the delay of the Pinestead connector portion of this project through Wedgewood, and a shift in growth patterns more north and west from the Bellview area. The need for a 4-lane road with dedicated sidewalk on Longleaf has not materialized. Escambia County determined in November 2020 that a more streamlined project can be completed with no further right of way acquisition needed: a three lane project with a dedicated central turn lane throughout, along with sidewalks on both sides of the road can be accomplished within the currently controlled ROW the county owns.

IMPROVEMENT

As a Locally-funded project, Escambia County is advancing a three lane project with a dedicated central turn lane throughout, along with sidewalks on both sides of the road can be accomplished within the currently controlled right-of-way the county owns.

REGIONAL CONNECTIVITY

The Pinestead-Longleaf Connector was originally intended to make connections between Burgess Road, Pinestead Road, and Longleaf Drive.

PARALLEL FACILITIES

This facility is located to the west of the City of Pensacola. It is an east-west facility to the south of Interstate 10/SR 8. It is also parallel to SR 296/Michigan Avenue. It will act as a parallel facility to these facilities and is expected to divert local traffic.

BICYCLES AND PEDESTRIANS

As a part of the construction of the Pinestead – Longleaf Connector, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT

ECAT Route 47 and 50 serve this area.

MAP ID

104, 105, 125

PROJECT NAME

W. Main Street – Barrancas Avenue to Clubbs Street

SR 196 (Main Street / Bayfront Parkway) Alcaniz Street US 98 / E. Chase Street

Port Access to/from I-110 for port freight vehicles, Port of Pensacola

PURPOSE

Reduce traffic congestion, particularly congestion caused by left-turn movements that block through movements on the corridor, and to enhance the presence of bicycle and pedestrian facilities along the roadway. Maintain freight and SIS access to Port of Pensacola.

IMPROVEMENT

Create a Corridor Management Plan/Complete Streets Study; consistent with 440904-1; and the City of Pensacola Urban Core CRA Plan VI, pg 33/44/46, VII pg 16/18; Westside CRA Plan, pg 24/27. Maintain freight and SIS access to Port of Pensacola.

REGIONAL CONNECTIVITY

This section of Main Street is a local facility that moves traffic through the City of Pensacola. It is the southernmost street in the City of Pensacola, and a part of the historic Pensacola gridded street network.

PARALLEL FACILITIES

Main Street is parallel to US 98/SR 30. It is located to the south of US 98/SR 30.

BICYCLES AND PEDESTRIANS

Included in this project is the enhancement of bicycle and sidewalk facilities along the corridor. Specifically, the Pensacola Community Redevelopment Agency (CRA) is working to create facilities along the abandoned railroad corridor to the south of Main Street.

TRANSIT

Escambia County Area Transit (ECAT) travels along Main Street from Reus Street to Spring Street. However, transit stops are not located along Main Street from Barrancas Avenue to Clubbs Street.

MAP ID

106

PROJECT NAME

SR 289 (Ninth Avenue) – SR 196 (Bayfront Parkway) to SR 296 (Brent Lane)

PURPOSE

Create a management plan/Complete Streets Study for the project segment to enhance multimodal travel and improve lighting, safety, pedestrian sidewalks, and reduce traffic capacity. Need identified by Councilwoman Myers.

IMPROVEMENT

Create a management plan/Complete Streets Study (lighting, safety, sidewalks, capacity)

REGIONAL CONNECTIVITY

This project segment connects Bayfront Parkway in the south to Brent Lane in the north. Admiral Mason Veterans Memorial Park connects to the project segment in the south, and to the Sacred Heart Hospital and Cordova Mall in East Pensacola to the north.

PARALLEL FACILITIES

Fourteenth Avenue to the east runs parallel to the project segment

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along both sides of the project segment. However, there are currently bicycle facilities.

TRANSIT

Two ECAT routes utilize the project segment. Currently, Route 52 runs from East Fairfield Drive to Bayou Boulevard, and ECAT Route 32 from Bayfront Parkway to E Texar Drive.

MAP ID

107

PROJECT NAME

Pinestead-Longleaf Connector - Wymart Road to US 29 (SR 95)

PURPOSE

A PD&E Study was completed, however, due to time, the PD&E may need to be refreshed with a new corridor study to incorporate changes in land use and growth. The PD&E recommended a realignment and to provide four lanes of capacity, provide new roadway connections, provide relief to parallel facilities, and add modal choice. As Escambia County completes the locally-funded Phase 1 capacity project to provide 3 lanes of capacity between Pine Forest Road and Wymart Road, the corridor needs will need to be reconsidered.

IMPROVEMENT

Corridor Study to revisit previous PD&E Study to realign and provide four lanes of capacity. Changing from Capacity to Corridor improvement at request of 2045 FL-AL LRTP Steering Committee.

REGIONAL CONNECTIVITY

The Pinestead-Longleaf Connector will make connections between Burgess Road, Pinestead Road, and Longleaf Drive. This project is planned to become a regional corridor connecting Blue Angel Parkway with Scenic Highway.

PARALLEL FACILITIES

This facility is located to the west of the City of Pensacola. It is an east-west facility to the south of Interstate 10/SR 8. It is also parallel to SR 296/Michigan Avenue. It will act as a parallel facility to these facilities and is expected to divert local traffic.

BICYCLES AND PEDESTRIANS

As a part of the construction of the Pinestead – Longleaf Connector, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT

ECAT Route 47 and 50 serve this area.

MAP ID

108

PROJECT NAME

SR 742 (Creighton Road) – Forest Glen Drive (East of 9th Ave) to US 90 (Scenic Highway)

PURPOSE

Creighton Road is a connecting corridor from US 90 (Scenic Highway) to Burgess Road the US 29. Capacity improvements were initiated on Creighton Road but not continued to Scenic Highway. Due to more constrained right-of-way and residential neighborhoods, a Corridor / Complete Streets Study is needed to determine if capacity or other improvements are needed. Changing from Capacity to Corridor improvement at request of 2045 FL-AL LRTP Steering Committee.

IMPROVEMENT

Corridor / Complete Streets study to determine capacity or other improvements.

REGIONAL CONNECTIVITY

Creighton Road is an east-west facility located to the south of I-10. It begins to the east of I-110 and terminates at Scenic Highway.

PARALLEL FACILITIES

Because Creighton Road terminates at Scenic Highway, the improvement of Creighton Road is expected to benefit the local parallel roadways more than I-10. Specifically, the widening of this portion of Creighton Road is anticipated to move traffic from Langley Avenue, a local east-west roadway that is currently two lanes and is located to the south of Creighton Road.

BICYCLES AND PEDESTRIANS

Portions of this roadway corridor currently contain bike lanes. The widening improvement proposed would add continuous sidewalks and bike lanes for this road segment, adding mode choice and increasing continuity of facilities.

TRANSIT

This segment is currently served by Escambia County Area Transit Route 43.

MAP ID

109

PROJECT NAME

US 98 (West Navy Boulevard) – SR 295 (North Navy Boulevard) to SR 453 (North W Street)

PURPOSE

Redesign the project segment as a Complete Street to enhance multimodal transportation and safety within the area. An FDOT PD&E Study (FPID 218630-2) has been completed.

IMPROVEMENT

Design project to redesign as Complete Street; consistent with Complete Street redesign FPID 218630-2.

REGIONAL CONNECTIVITY

The project segment connects US 98 to SR 295 and SR 452, as well as to the neighborhoods and side streets adjacent to the roadway.

PARALLEL FACILITIES

West Jackson Street to the north of the project segment runs west/east from North New Warrington Road, which transitions into North Navy Boulevard, to SR 452 (North W Street).

BICYCLES AND PEDESTRIANS

There are currently shoulder bicycle facilities and pedestrian facilities

TRANSIT

Currently, there are four ECAT routes that utilize the project segment: Route 57, Route 58, Route 59A and Route 59X.

MAP ID

110

PROJECT NAME

US 90 (West Cervantes Street) – Dominguez Street to A Street

PURPOSE

Provide a Lane Elimination / Road Diet consistent the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project.

IMPROVEMENT

Design the Lane Elimination / Road Diet to reduce capacity from four to two lanes, incorporating pedestrian safety improvements, and the Corridor Management Plan concepts; and City of Pensacola Westside Concept Plan, pg 23/24.

REGIONAL CONNECTIVITY

US 90 (Cervantes Street) connects to US 29 and I-10 on the east, and SR 295 on the west, providing east / west connective across the City of Pensacola and Escambia County.

PARALLEL FACILITIES

West Garden Street / West Navy Boulevard provide alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS

The Road Diet concept is supported by neighborhood groups to calm traffic and reduce the pedestrian fatalities that have occurred along this corridor. Bicycle corridor is preferred on parallel facility of West Jackson Street if unable to be successfully incorporated into Road Diet.

TRANSIT

ECAT serves this facility, but many of the stops are not ADA compliant along Cervantes.

MAP ID

111, 112

PROJECT NAME

SR 292 (Barrancas Avenue) – SR 292 (South Pace Boulevard) to US 98 (West Garden Street)

SR 292 (Barrancas Avenue) - SR 295 (S. Navy Blvd) to Old Barrancas Avenue

PURPOSE

The purpose of the project is to create a corridor management plan/Complete Streets study to enhance multimodal transportation and safety.

IMPROVEMENT

Create a Corridor Management Plan/Complete Streets Study along Barrancas Avenue consistent with City of Pensacola Westside Concept Plan, pg 23/26. Barrancas Avenue has been widened in the bridge over Bayou Chico. The remainder of the corridor needs to be evaluated for capacity or other improvements as connection from downtown Pensacola to NAS Pensacola.

REGIONAL CONNECTIVITY

The project connects downtown Pensacola to Navy Boulevard, the Warrington community, and continuing to NAS Pensacola.

PARALLEL FACILITIES

There are no project facilities that run diagonal the way that SR 292 (Barrancas Avenue) does. Navy Boulevard provides an alternate facility to the north.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment. However, there are no bicycle facilities within the project segment. With a complete streets study, there is potential to enhance the pedestrian facilities and add bicycle facilities.

TRANSIT

There are currently no ECAT routes along the project segment. However, ECAT Route 48, Route 64, and Route 55 cross the intersections the project segment at Government Street and North Pace Boulevard.

MAP ID

113

PROJECT NAME

CR 296A (Marlane Drive / Cerney Road) – US 90 (Mobile Highway) SR 173 (North Blue Angel Parkway)

PURPOSE

The purpose of the project is to create a corridor management / Complete Streets study to enhance multimodal facilities and safety.

IMPROVEMENT

Create a Corridor Management / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects the Ramsey Beach neighborhood in the west to Mobile Highway in the east.

PARALLEL FACILITIES

Saufley Field Road to the north of the project segment also connects SR 173 and US 90 (Mobile Highway).

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. A Complete Streets study would look to add both types of facilities.

TRANSIT

ECAT Route 1 currently utilizes the project segment on Cerny Road from Muldoon Road to Patricia Drive.

MAP ID

114

PROJECT NAME

Patricia Drive – CR 296A (Marlane Drive / Cerney Road) to SR 727 (West Fairfield Drive)

PURPOSE

The purpose of the project is to create a corridor management / Complete Streets study to enhance multimodal facilities and safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects the Ramsey Beach neighborhood into the West Pensacola neighborhood

PARALLEL FACILITIES

There are no parallel facilities to the existing project segment.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. A Complete Streets study could look to add both to the corridor.

TRANSIT

Currently, ECAT Route 1 utilizes the entire project segment, from Cerney Road to West Fairfield Drive.

MAP ID

115, 116, 117

PROJECT NAME

SR 295 (W. Fairfield Dr.) - SR 295 (New Warrington Road) to SR 292 (N. Pace Blvd)

SR 295 (W. Fairfield Dr.) - SR 292 (N. Pace Blvd) to US 29 (N. Palafox St)

SR 295 (E. Fairfield Dr.) - US 29 (N. Palafox St) to SR 291 (N. Davis Hwy)

PURPOSE

The purpose of the project is to create a corridor management / Complete Streets study to enhance multimodal facilities and safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY

This project segment connects US 90 and New Warrington Road to SR 292 (North Pace Boulevard) with side streets and neighborhoods adjacent to the roadway, and connects two major roadways, North Palafox Street and North Davis Highway, together, and provides additional connects to side streets and neighborhoods.

PARALLEL FACILITIES

Massachusetts Avenue to the north runs parallel to the project segment from Mobile Highway to North Pace Boulevard.

BICYCLES AND PEDESTRIANS

There are discontinuous pedestrian facilities along the project segment. However, there are no bicycle facilities at this time. This has the potential to be added and enhanced through the Complete Streets study.

TRANSIT

Numerous ECAT Routes utilize the project segment. ECAT Route 1, Route 44, Route 59A run along the project segment from N Pace Boulevard to L Street. From L Street to North Palafox Street, ECAT Route 32, Route 51, Route 60, Route 52, Route 45, Route 59A, and Route 61 utilize the project segment and continue onto connecting roadways and intersections.

MAP ID

118

PROJECT NAME

US 90 (West Cervantes Street and East Cervantes Street) – A Street to I-110

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal facilities and safety. This segment was requested to be added by citizen input following the Cervantes Corridor Management Plan, Traffic Feasibility Study, and Pedestrian Safety Improvement projects.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study, consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg. 33.

REGIONAL CONNECTIVITY

This project segment connects side streets and neighborhoods in the City of Pensacola over the I-110 highway to other neighboring connections.

PARALLEL FACILITIES

East Garden Street to the south runs parallel of the project segment and connects to North A Street to East Chase Street and North Alcaniz Street, which also provide connections over the I-110 highway for neighborhoods in the City of Pensacola.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities on both sides of the project segment. Shoulder bicycle facilities are also along the project segment from North Palafox Street to the I-110 segment limit. However, the rest of the segment does not have bicycle facilities. The Complete Streets study would allow for the addition or enhancement of pedestrian and bicycle facilities.

TRANSIT

ECAT Route 2 and Route 41 utilize the project segment.

MAP ID

119

PROJECT NAME17th Avenue – US 98 / Bayfront Parkway to US 90 (East Cervantes Street)**PURPOSE**

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal facilities and safety. This corridor will become more heavily used once construction is complete on the Pensacola Bay (Chappie James) Bridge. Capacity improvements are limited due to restricted right-of-way in a residential community, and includes a notable restriction under the railroad (“Graffiti Bridge”) crossing.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study

REGIONAL CONNECTIVITY

This project segment connects US 98 and Bayfront Parkway to US 90 (East Cervantes Street), as well as connecting neighborhood side streets to major roadways.

PARALLEL FACILITIES

To the west of the project segment, North 14th Avenue runs from US 98 to US 90.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment with gaps in the network. There are no bicycle facilities at this time. With a Complete Streets study there is potential to enhance and add these facilities to the project segment.

TRANSIT

Currently there are no ECAT Routes that utilize the project segment.

MAP ID

120

PROJECT NAME

CR 298 (West Jackson Street) – SR 727 (North Fairfield Drive) to A Street

PURPOSE

Create a Corridor Study in conjunction with the West Cervantes Road Diet Study to create multimodal and safer corridors as well as reduce traffic congestion. The project is needed in conjunction with W. Cervantes Road Diet study.

IMPROVEMENT

Create a Corridor Study in conjunction with West Cervantes Road Diet Study. Escambia County request for complete streets to include sidewalks, lighting, pavement striping, crosswalks, and drainage, consistent with BUILD Grant, and Westside Concept Plan, pg 23/29.

REGIONAL CONNECTIVITY

The project segment connects Fairfield Drive to A Street in Pensacola.

PARALLEL FACILITIES

There are multiple roadways to the north and south that run parallel to the project segment, but not to the same extents.

BICYCLES AND PEDESTRIANS

There are no bicycle or pedestrian facilities along the project segment from Fairfield Drive until North New Warrington Road. Pedestrian facilities populate the project segment sporadically after that point. There are no bicycle facilities along the project segment currently.

TRANSIT

ECAT Route 2 currently utilizes the project segment.

MAP ID

123

PROJECT NAME

Massachusetts Avenue – US 90 (Mobile Highway) to SR 292 (North Pace Boulevard)

PURPOSE

Create a corridor management plan / Complete Streets study to enhance multimodal travel and safety along the corridor.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects US 90 (Mobile Highway) to SR 292 (North Pace Boulevard), along with connecting to multiple side streets and neighborhoods. This project segment also connects to North W Street where the Brent Athletic Complex – Baseball Field is located.

PARALLEL FACILITIES

West Michigan Avenue runs parallel to the project segment located to the north.

BICYCLES AND PEDESTRIANS

There are currently no bicycle lanes and segmented pieces of pedestrian facilities along the project segment. With the completion of a corridor management plan and/or a Complete Streets study there is potential to add and enhance these facilities in the future.

TRANSIT

ECAT Route 47 currently utilizes the project segment.

MAP ID

123

PROJECT NAME

W. Jordan Street – North E Street to US 29 (North Palafox Street)

PURPOSE

The purpose of the project is to complete a corridor study for West Jordan Street for a Maxwell/Jordan two-way conversion to reduce traffic congestion and improve safety.

IMPROVEMENT

Create a Corridor Study – Maxwell / Jordan two-way conversion.

REGIONAL CONNECTIVITY

This project connects North E Street and US 29 to Pensacola High School as well as to the surrounding side streets and neighborhoods.

PARALLEL FACILITIES

There are many roadways to the south of the projects segment that run parallel such as West Hernandez Street.

BICYCLES AND PEDESTRIANS

There are some pedestrian facilities but no bicycle facilities along the project segment.

TRANSIT

Currently, ECAT Route 48 utilizes part of the project segment.

MAP ID

124

PROJECT NAME

Fort Pickens Road – SR 399 (Via de Luna Drive) to Gulf Islands National Seashore Boundary

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal travel and safety along the corridor. Capacity improvements are limited due to constrained right-of-way on the barrier island and must integrate with the Pensacola Beach Master Plan.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects Pensacola Beach and Villa Sabine to the west.

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment, Fort Pickens Road is the only main west/east road on the island.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment, but there are no bicycle facilities. With the completion and implementation of a corridor management plan / Complete Streets study there is potential to add and enhance these facilities along the projects segment in the future.

TRANSIT

Currently, ECAT Route 61 utilizes the project segment.

MAP ID

126

PROJECT NAME

SR 295 (Navy Boulevard) (North and South Segments) – SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance

PURPOSE

Study safety operational improvements such as drainage, curb and gutter, the addition of bicycle and pedestrian facilities, and access management of US 98/SR 30/Navy Boulevard from SR 295 to the Bayou Grande Bridge within the Warrington Community and the gateway to NAS Pensacola.

IMPROVEMENT

Conduct a corridor management / complete streets study to evaluate the need for capacity or other improvements.

REGIONAL CONNECTIVITY

This roadway segment is a part of the greater US 98/SR 30 corridor, which generally follows the gulf coast throughout the northwest Florida region. In Escambia County, US 98/SR 30 connects Alabama with the city of Pensacola. In addition, this segment of US 98/SR 30 links the Pensacola Naval Air Station with downtown Pensacola.

PARALLEL FACILITIES

To cross the Bayou Grande waterway, the nearest bridge is Gulf Beach Highway to the west.

BICYCLES AND PEDESTRIANS

The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit 59A, 2 and 1 serve this portion of the corridor and the adjacent area.

MAP ID

128

PROJECT NAME

US 90 (Scenic Highway) – SR 742 (Creighton Road) to SR 291 (North Davis Highway) / US 90

PURPOSE

To create a corridor management plan or Complete Streets study to enhance multimodal transportation and safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY

The project segment connects Creighton Road and the neighborhoods near the waterways to North Davis Highway and US 90 just south of the bridges over the Escambia River waterway and the county line.

PARALLEL FACILITIES

There are no facilities that run parallel to US 90 (Scenic Highway).

BICYCLES AND PEDESTRIANS

Pedestrian facilities along the project segment are sporadic and inconsistent, primarily only located on one side of the street. There are no bicycle facilities along the project segment. However, with the implementation of a corridor management plan or Complete Streets study there is potential to add more of these facilities.

TRANSIT

There are currently no ECAT Routes along the project segment.

MAP ID

129

PROJECT NAME

Davis Highway / Martin Luther King Two-Way Conversion – East Wright Street to SR 295 (East Fairfield Drive)

PURPOSE

The purpose of the project is to restore a two-way conversion, consistent with the completed Traffic Feasibility Study.

IMPROVEMENT

Create a two-way restoration, and other improvements recommended in Traffic Feasibility Study, and consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 43, Volume II, pg 21-22; City of Pensacola Eastside Neighborhood Plan, pg 45/50.

REGIONAL CONNECTIVITY

The project segment connects the City of Pensacola to East Fairfield Drive, as well as the numerous side streets and neighborhoods connecting along the segment.

PARALLEL FACILITIES

There are quite a few parallel facilities to Davis Highway and Dr. Martin Luther King Jr Drive in this area since the neighborhoods are designed in a grid system.

BICYCLES AND PEDESTRIANS

There are some shoulder bicycle facilities and pedestrian facilities along the project segment.

TRANSIT

ECAT Route 45 utilizes both North Davis Highway and Dr. Martin Luther King Jr Drive.

MAP ID

130

PROJECT NAME

SR 292 (Pace Boulevard) – South of W. McLeod Street to US 29

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY

The project segment connects a variety of side streets and neighborhoods

PARALLEL FACILITIES

There are many roadways to the west and east that run parallel to the project segment, however not to the same extents the project segment does.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment but no bicycle facilities. There is potential to add and enhance these facilities after the completion of a corridor management plan and/or Complete Streets study.

TRANSIT

Primarily, ECAT Route 55 utilizes the project segment, but ECAT Route 64 and Route 48 utilize small portions of the project segment.

MAP ID

131

PROJECT NAME

Garden Street – W Street to Alcaniz Street

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study, consistent with City of Pensacola Westside Concept Plan, pg 23/26; Urban Core CRA Plan, Volume I, pg 43; and Complete Street redesign FPID 218630-2

REGIONAL CONNECTIVITY

This project segment connects W Street to Alcaniz Street, a side street that connects to US 98. Neighborhoods and side streets connect to the project segment, as well as providing access to Legion Field.

PARALLEL FACILITIES

A little over half a mile to the north, West Cervantes Street runs parallel to the project segment from the same extents.

BICYCLES AND PEDESTRIANS

Pedestrian facilities can be found along the project segment.

TRANSIT

The project segment is a major facility for public transit, with five different ECAT routes utilizing it. Currently, the project segment is utilized by ECAT Route 48, Route 57, Route 58, Route 59A, and Route 59X.

MAP ID

132

PROJECT NAME14th Avenue – Cervantes Street (US 90) and Bayfront Parkway**PURPOSE**

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety. With completion of the Pensacola Bay (Chappie James) Bridge, this corridor will see increased traffic connecting from Bayfront to Cervantes.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study, consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 43

REGIONAL CONNECTIVITY

This project segment connects side streets and neighborhoods with Cervantes Street (US 90) to Bayfront Parkway, which allows for travel over the Pensacola Bay waterway.

PARALLEL FACILITIES

To the west, North 9th Avenue runs parallel to the project segment from Cervantes Street and Bayfront Parkway. To the east, North 17th Avenue also runs parallel to the project segment with the same limits.

BICYCLES AND PEDESTRIANS

Currently, there are pedestrian facilities but no bicycle facilities along the project segment. These facilities have the potential to be added and enhanced after the completion of the corridor management plan / Complete Streets study.

TRANSIT

There are currently no ECAT routes along the project segment.

MAP ID

133, 134

PROJECT NAME

Gregory Street – I-110 to Bayfront Parkway

Chase Street – I-110 to Bayfront Parkway

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study, consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 46

REGIONAL CONNECTIVITY

This project segment connects I-110 and Bayfront Parkway which are two major roadways in the Pensacola area. Bayfront Parkway allows for travel over the Pensacola Bay waterway. Gregory Street connects to other side streets and neighborhoods as well.

PARALLEL FACILITIES

To the south of the project segment, East Chase Street connects I-110 and Bayfront Parkway parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along both sides of the project segment. Since the roadway is one way, there are shoulder bicycle lanes on only one side of the project segment that follows the flow of traffic. With the completion of a Corridor Management plan / complete Streets study, there is potential to add and enhance these facilities.

TRANSIT

Currently, ECAT Route 61 utilizes the project segment.

MAP ID

135

PROJECT NAME

CR 95A (North Old Palafox Highway) – I-10 to US 29

PURPOSE

The purpose of the project is to complete a corridor management plan/complete streets study to enhance multimodal transportation and corridor safety, adding at request of Escambia County

IMPROVEMENT

Create a Corridor Management Plan/Complete Streets study.

REGIONAL CONNECTIVITY

The project segment connects I-10 to US 29, over E Nine Mile Road and through neighborhoods and side streets.

PARALLEL FACILITIES

There are no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. However, with the completion of a corridor management plan or complete streets study, there is potential to add these facilities in the future.

TRANSIT

ECAT Route 51 utilizes the project segment.

MAP ID

136

PROJECT NAME

SR 399 (Gulf Boulevard) on Navarre Beach – SR 399 (Navarre Beach Causeway) to Gulf Islands
National Seashore Boundary

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal travel and safety along the corridor. Capacity improvements are limited due to the limited right-of-way along the barrier island.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This roadway connects the Navarre Beach Causeway to the west side of the island through Sound Side Park and Navarre Beach Park and Fishing Pier.

PARALLEL FACILITIES

There are currently no facilities that run parallel to the project segment. SR 399 is one of the only major west/east roadway on the island.

BICYCLES AND PEDESTRIANS

There are currently bicycle and pedestrian facilities in the form of a shared use path on the north side of the project segment. With the completion of a corridor management plan and/or a Complete Streets study there is potential to add and enhance these facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

137, 138, 152

PROJECT NAME

US 98 (Gulf Breeze Parkway) – Fairpoint Drive to CR 30A (Shoreline Drive);

US 98 (Gulf Breeze Parkway) – CR 30A (Shoreline Drive) to Gulf Islands National Seashore Boundary; and US 98 (Gulf Breeze Parkway) at SR 399 Overpass

PURPOSE

The purpose of the project is to enhance multimodal transportation and corridor safety, consistent with the August 2020 City of Gulf Breeze proposal, “Highway 98 Multimodal Overpass and State Road 399 Interchange Redesign Concept Review” as presented to the City of Gulf Breeze Community Redevelopment Agency (CRA); and 220426-7 Feasibility Study.

IMPROVEMENT

The project involved developing conceptual designs for the safe multi-modal connection between east-west portions of the City that are bisected by Highway 98 and also develop a design concept for the redesign of the Highway 98 and State Road 399 Interchange (Pensacola Beach). The design concept for the Interchange needed to maintain or improve traffic functionality, provide multi-modal access to Pensacola Beach as well as the National Seashore multi-use path and also recover additional developable land for the areas to the north and southeast of the interchange.

REGIONAL CONNECTIVITY

This project segment connects the Gulf Breeze neighborhood to a main roadway, and provides access to the Gulf Islands National Seashore Boundary.

PARALLEL FACILITIES

There are currently no other roadways on the island that run west/east in the way that Gulf Breeze Parkway does on the peninsula.

BICYCLES AND PEDESTRIANS

There are currently pedestrian facilities, sharrow/shared lane bicycle facilities, and shoulder lane bicycle facilities along the project segment.

TRANSIT

Santa Rosa County currently does not have a public transit system at this time.

MAP ID

139

PROJECT NAME

CR 191 (Munson Highway) – SR 87 (Stewart Street) to TPO Boundary

PURPOSE

The purpose of the project is to create a corridor study to enhance multimodal transportation improvements and safety by NAS Whiting Field.

IMPROVEMENT

Create a Corridor study for multi modal improvements requested by NAS Whiting Field.

REGIONAL CONNECTIVITY

This project connects Milton to the northeast

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. However, with the completion of a corridor study there is potential to add these facilities.

TRANSIT

Santa Rosa County does not currently have a public transportation system at this time.

MAP ID

140, 141, 142

PROJECT NAME

AL Foley Beach Express - Foley Beach Express at Canal Road

AL SR 180 (Canal Road Bypass) - SR 180 (Canal Road) at SR 161 (Orange Beach Blvd)

AL SR 161 & SR 180 (Major Intersection Improvements) at SR 161 (Orange Beach Boulevard)
and SR 180 (Canal Road)

PURPOSE

Intersection reconfigurations in accordance with City of Orange Beach Master Plan. These intersection improvement projects will provide easier transition from SR 180 (Canal Road), SR 161, and the surrounding roadways in Orange Beach, and to enhance safety and traffic congestion through the intersection at SR 161 (Orange Beach Boulevard) and SR 180 (Canal Road).

IMPROVEMENT

Intersection reconfigurations.

REGIONAL CONNECTIVITY

This is part of the regional coastal network connecting Orange Beach to inland areas.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian improvements are programmed along this corridor.

TRANSIT

Orange Beach currently has no fixed-route public transit options.

MAP ID

144

PROJECT NAME

I-10 at US 29

PURPOSE

Alleviate interchange deficiencies and provide additional capacity.

IMPROVEMENT

Modified interchange.

REGIONAL CONNECTIVITY

This modified interchange will provide better connectivity with I-10, US 29, and the surrounding roadways.

PARALLEL FACILITIES

There are no parallel facilities to the project segment.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this project segment.

TRANSIT

There is no ECAT route along this project segment.

MAP ID

145

PROJECT NAME

I-10 at SR 289 (Ninth Avenue)

PURPOSE

Provide greater access within the City of Pensacola and relieve future congestion at the Scenic Highway and Davis Highway interchanges.

IMPROVEMENT

Create a new interchange.

REGIONAL CONNECTIVITY

This project provides a new interchange on I-10 inside the City of Pensacola to the rest of the region.

PARALLEL FACILITIES

There are no parallel interchange facilities to this new interchange.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this project segment.

TRANSIT

There is no ECAT route along this project segment.

MAP ID

146

PROJECT NAME

SR 289 (Ninth Avenue)/Langley/Tippin – SR 289 (Ninth Avenue)/Langley/Tippin to SR 289 (Ninth Avenue)/Langley/Tippin

PURPOSE

Provide for more efficient and safer intersection operations at this location.

IMPROVEMENT

Major intersection improvement.

REGIONAL CONNECTIVITY

This project will improve the intersection connections with Langley Avenue, N 9th Avenue, and Tippin Ave. An FDOT PD&E Study was completed, but will require updating to complete the design.

PARALLEL FACILITIES

There are no parallel facilities to this intersection.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle facilities and pedestrian sidewalks within this intersection.

TRANSIT

ECAT Route 43 utilizes this intersection as part of its route to the PSC Transfer Center.

MAP ID

149

PROJECT NAME

US 98 at SR 295 (Navy Boulevard)

PURPOSE

The purpose of the project is to improve the intersection for US 98 and SR 295 (Navy Boulevard).

IMPROVEMENT

Create an intersection improvement.

REGIONAL CONNECTIVITY

This project provides connections with US 98 and Corry Station to Navy Boulevard, which provides south/north connections to other neighborhoods.

PARALLEL FACILITIES

South Fairfield Drive approximately 2.5 miles to the west runs south/north in the same way Navy Boulevard does with a connection to US 98.

BICYCLES AND PEDESTRIANS

Pedestrian facilities are currently located within the US 98 and SR 295 (Navy Boulevard) intersection. However, there are no bicycle facilities at this time.

TRANSIT

ECAT Route 57, Route 59A, and Route 59X currently travel along Navy Boulevard and utilize the intersection between Navy Boulevard and US 98.

Map ID

150

PROJECT NAME

Pensacola Beach Roundabouts – SR 399 (Via de Luna Drive) to Fort Pickens Road & Casino Beach Access

PURPOSE

The purpose of the project is to create a congestion management plan / major intersection improvement to reduce traffic congestion and add roadway capacity, consistent with the Pensacola Beach Master Plan.

IMPROVEMENT

Construct the roundabout improvements identified in the Pensacola Beach Master Plan.

REGIONAL CONNECTIVITY

Bob Sikes Bridge connects Gulf Breeze to the south island where the project segment and intersection are located, over the Little Sabine Bay and Santa Rosa Sound waterways.

PARALLEL FACILITIES

Shoreline Drive and Gulf Breeze Parkway to the north run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are currently bicycle and pedestrian facilities along the west side of the project segment and the intersection.

TRANSIT

Currently ECAT Route 61, and Route 64 utilize Via De Luna Drive and Fort Pickens Road along the project corridor.

MAP ID

151

PROJECT NAME

Perdido Key Drive and Johnson Beach Road – Perdido Key Drive to Johnson Beach Road

PURPOSE

The purpose of the project is to create an intersection improvement for Perdido Key Drive and Johnson Beach Road in the form of a roundabout.

IMPROVEMENT

Create an Intersection Improvement (Roundabout)

REGIONAL CONNECTIVITY

This intersection connects Johnson Beach Road to Perdido Key Drive, one of the main roads of the island that is an access point over the Old River waterway.

PARALLEL FACILITIES

There are no facilities that are parallel to the project segment.

BICYCLES AND PEDESTRIANS

Shoulder bicycle lanes travel utilize part of the intersection along Perdido Key Drive.

TRANSIT

There are currently no ECAT routes that utilize the project segment.

MAP ID

153, 154

PROJECT NAME

CR399 (East Bay Boulevard) Roundabouts at Edgewood Drive and Andorra Street

PURPOSE

Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT

Construct roundabouts consistent with the CR 399 East Bay Corridor Management Plan (May 2020). Improvements include roundabouts, a continuous center turn lane, and paved shoulders along the corridor. Additional corridor improvement identified in CMP.

REGIONAL CONNECTIVITY

This project connects US 98 in the south to CR 399 in the north, allowing for adjacent neighborhoods to have direct access to these arterial roadways.

PARALLEL FACILITIES

This facility provides a north/south alternative to the portions of US 98 and SR 87.

BICYCLES AND PEDESTRIANS

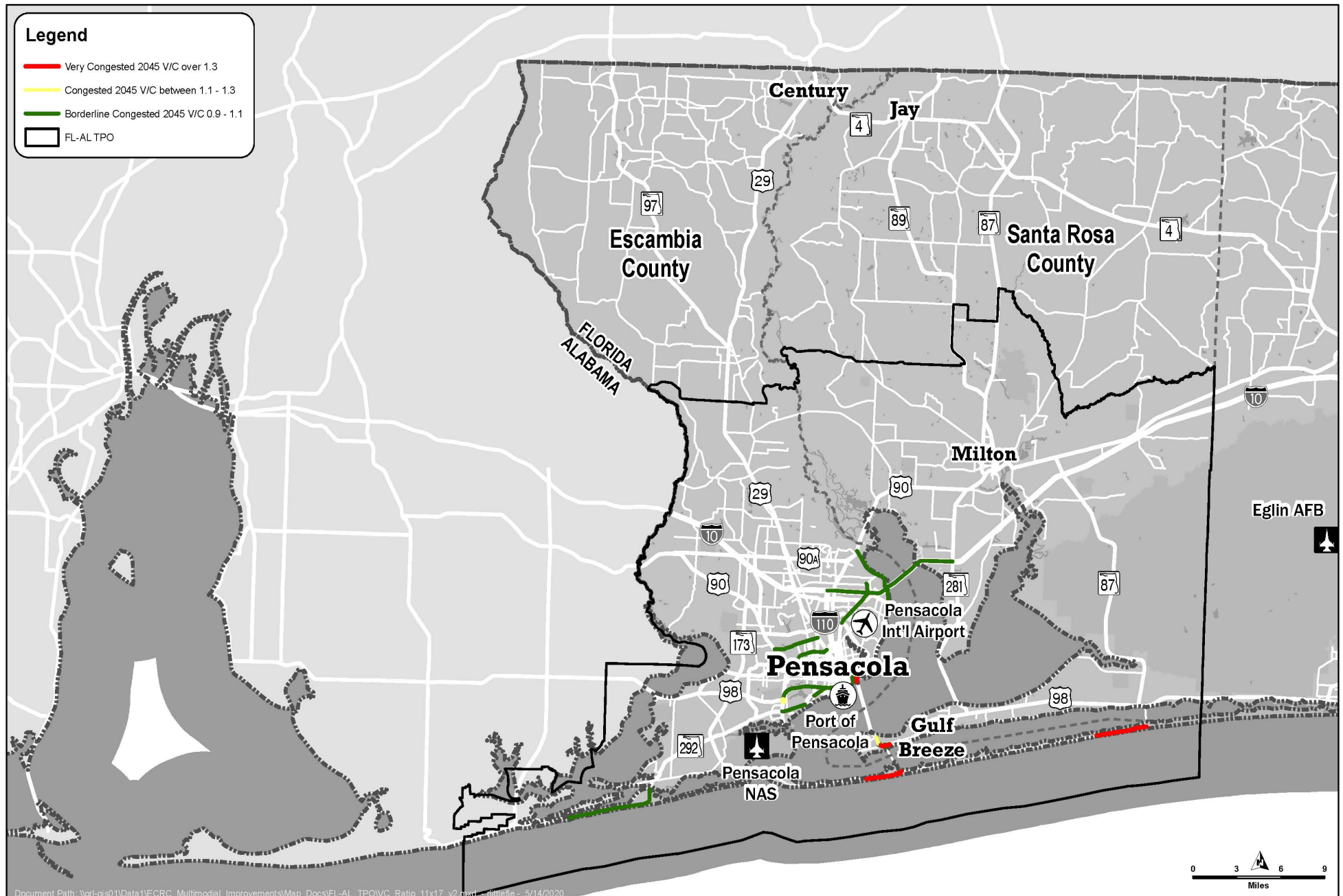
The planned will focus on providing enhanced bicycle and sidewalk facilities in the corridor.

TRANSIT

Santa Rosa County does not currently have a transit service

APPENDIX I – 2045 NEEDS PLAN DEFICIENCY MAP

2045 FLORIDA-ALABAMA DEFICIENCY MAP



APPENDIX J – RESOLUTION FL-AL 20-14 NEEDS PLAN

RESOLUTION FL-AL 20-14

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 FLORIDA-ALABAMA LONG-RANGE TRANSPORTATION PLAN NEEDS PLAN

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

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

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long-Range Transportation Plan 2045 Update Scope of Services on February 13, 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 was presented at a virtual public meeting and considered results of transportation survey; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO approves the Needs Plan for its 2045 Long-Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 8th day of July 2020.



ATTEST: *Maya B. Kasmee*

FL-AL TPO July 2020 Agenda

FLORIDA-ALABAMA TRANSPORTATION PLANNING
ORGANIZATION

BY: *Steven Barry*
Steven Barry, Chairman