

Needs Plan Report



FLORIDA-ALABAMA 2050 LONG RANGE TRANSPORTATION PLAN

Prepared for

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

Prepared by

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



June 2025

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Florida-Alabama
Transportation Planning Organization

Needs Plan Report

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BACKGROUND

The Florida-Alabama 2050 Long Range Transportation Plan (LRTP) Update began when the Florida-Alabama Transportation Planning Organization (TPO) approved the Scope of Services on November 8, 2023. The 2050 LRTP consists of 8 primary tasks that are identified below:

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

A major element in the development of an LRTP is the adoption of the Needs Plan. This Technical Report describes the 2050 Needs Plan process and is organized into seven sections:

- Existing plus Committed Analysis
- Steering Committee Meetings
- Public Review
- Adopted 2050 Needs Plan, Costs, and Purpose and Needs Statements
- 2050 Needs Plan compared to 2045 Needs Plan
- 2050 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 2020 and 2028. These projects are then coded into the transportation model and the model is run with the 2050 land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. To determine the transportation needs for the year 2050, the traffic model is run using the Existing plus Committed Network and projected future land use in 2050. 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 August 2023 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met two times to provide input on the 2050 Needs Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- January 22, 2025
- April 15, 2025

PUBLIC REVIEW

In March 2025, three public meetings regarding the 2050 Needs Plan were held--one each in Orange Beach, Alabama; Gulf Breeze, Florida; and Pensacola, Florida. The first public meeting was held at the Orange Beach Library on March 10, 2025 at 10:00 a.m. The second meeting occurred at the Gulf Breeze Community Center on March 11, 2025 at 10:00 a.m. The third meeting happened on March 12, 2025 at the Pensacola Library at 2:00 p.m.

A PowerPoint presentation of the LRTP process and the Needs Plan component were presented at each of the three meetings, followed by an open house format where individuals could review handouts of the draft Needs Assessment projects and ask questions of the LRTP planning staff. The summary of the public comments and advertisements of the three public workshops are listed in Appendix C.

To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Needs Plan Public Workshop, ECRC implemented a multi-faceted outreach approach using both traditional and digital communication tools.

Public notices were issued in advance of the workshop and posted to the ECRC website, the Florida-Alabama TPO's 2050 Long Range Transportation Plan webpage, and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through a MailChimp eblast sent to ECRC's list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. The eblast provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

To continue building awareness and gathering input, surveys related to the Needs Plan were integrated into the outreach. This effort remained active through April 25, 2025, offering additional opportunities for the public to engage and provide feedback beyond the workshop itself. This extended outreach helped reinforce key messages and ensured greater visibility of the planning process across the Florida-Alabama region.

Together, these outreach techniques helped ensure that the public workshops and broader Needs Plan process were accessible and aligned with regional stakeholder needs.

ADOPTED 2050 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 2023 costs and are typical costs of project phases in District III. The costs were furnished by the FDOT District III Using the same approach, the TPO Staff and ALDOT agreed the 2020 costs are the typical costs of project phases in Alabama. The agreed upon unit costs are identified in Appendix E.

The identifications of 2050 Needs Plan projects was obtained through the 2045 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 2050 Needs Plan was presented to the Technical Coordinating Committee, the Citizens' Advisory Committee, and the Transportation Planning Organization at their February meetings for review and for action at their May meetings. A list of the May meeting dates and actions appear below. The adopted 2050 Needs Plan Map and Projects are listed in Appendix F.

May 13, 2025 Technical Coordinating Committee (TCC) Meeting

The TCC recommended approval as presented.

May 13, 2025 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended approval as presented.

May 14, 2025 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2050 Needs Plan as presented.

The costs of the 2050 Needs Plan projects are listed in Appendix G. The costs are based on the unit costs listed in Appendix E and were refined where necessary based upon Project Development and Environment 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 2050 Needs Plan is **\$12,662,186,049**. Please note that this cost does not include aspirational projects. The aspirational projects are projects that are needed beyond 2050. The aspirational projects are not calculated in the projects costs but are included in the maps. However, these projects are tracked by staff because of their potential transportation impacts to the region.

Florida 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	\$10,076,961,145
Complete Streets/Corridor Management Projects	\$42,955,425
Intersection Projects	\$1,261,408,399
7-layer Cake Projects	\$61,385,265
Public Transportation Projects	\$98,302,483
Bicycle/Pedestrian/Trail Projects	\$1,017,875,429
Total	\$12,558,888,146

Alabama 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	\$61,658,970
Complete Streets/Corridor Management Projects	\$0
Intersection Projects	\$3,900,000
7-Layer Cake Projects	\$0
Public Transportation Projects	\$6,884,497
Bicycle/Pedestrian/Trail Projects	\$30,854,437
Total	\$103,297,904

Total 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	\$10,138,620,115
Complete Streets/Corridor Management Projects	\$42,955,425
Intersection Projects	\$1,265,308,399
7-Layer Cake Projects	\$61,385,265
Public Transportation Projects	\$105,186,979
Bicycle/Pedestrian/Trail Projects	\$1,048,729,867
Total	\$12,662,186,050

The Purpose and Needs Statements for the 2050 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.

2050 NEEDS PLAN COMPARED TO 2045 NEEDS PLAN

The projects that were identified as needed facilities in the 2045 LRTP but are not included in the adopted 2050 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.

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	From	To	County	Description	Reason Not Included in 2050 Needs Plan
<i>ALABAMA</i>					
Canal Road	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin	Provide 5 Lanes Capacity	Committed Project. Project complete.
New Bridge	SR 180 (Canal Road)	Foley Beach Express	Baldwin	Complete Waterways and Beach Express and with Two Lanes One-Way Southbound	Committed Project Under Construction
AL SR 180 (Canal Road Bypass)	AL SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin	Provide Major Intersection Improvement - New bypass alignment Option A	Committed Project
AL SR 180 (Canal Road)	Foley Beach Express	SR 161 (Orange Beach Boulevard)	Baldwin	Provide 5 Lanes Capacity	Committed Project
US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	Illustrative (Beyond 2050)
AL Cross Island Connector (Foley Beach Ext.) - Provide 4 Lanes of Capacity, New Roadway	US 98 (SR 30)	US 90 (SR 10)	Baldwin	Provide 4 Lanes of Capacity, New Roadway	Illustrative (Beyond 2050)
AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	Illustrative (Beyond 2050)
Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)		Baldwin	Shoulder widening path CR 99 to Rosalia Avenue to CR 91 Loop	Illustrative (Beyond 2050)

2045 Needs Plan Projects Not Included in the 2050 Needs Plan

Corridor	From	To	County	Description	Reason Not Included in 2050 Needs Plan
US 98 / SR 42	Barclay Avenue	Alabama State Line	Baldwin	Paved shoulders on US 98 / SR 42	Existing paved shoulders are in place to accommodate safety (April 28, 2023 LRTP Amendment).
US 98 / SR 42	Hillcrest Avenue	Barclay Avenue			
US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Avenue			
AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin	Provide 2 or 4 Lanes of New Capacity	Illustrative (Beyond 2050)
CR 99 Pave Shoulders Construction Phase 100063640	CR 91	Carrier Drive	Baldwin	Paved shoulders on CR 99	Updated in February 21, 2024 Modification #4. Request from Baldwin County to remove.
CR 99 Sidewalks	Carrier Drive	Spanish Cove Drive	Baldwin	Sidewalk on CR 99	Updated in February 21, 2024 Modification #4. Request from Baldwin County to remove.
CR 99 at Spanish Cove Drive North Design Phase 100076570	CR 99	Spanish Cove Drive North	Baldwin	North Turn Lane at CR 99 at Spanish Cove Drive North	Request from Baldwin County to remove.
CR 99 at Spanish Cove Drive North R/W Phase 100076571					
CR 99 at Spanish Cove Drive North Utility Phase 100076572					
CR 99 at Spanish Cove Drive North Construction Phase 100076573					
AL Traffic Operations Center			Baldwin	Construct Traffic Operations Center for Orange Beach	Request from ALDOT and Baldwin County to remove.
FLORIDA					
Gregory Street / Bayfront Parkway / 17 th Avenue	Gregory Street / Bayfront Parkway	17 th Avenue	Escambia	Provide Flyover / Roundabout	Committed Project. Construction Complete.
Nine Mile Road	Beulah Road	US 29	Escambia	Provide 4 Lanes Capacity	Committed Project. Construction Complete.
US 29	I-10	North of Nine Mile Road	Escambia	Provide 6 Lanes Capacity	Committed Project. Construction Complete.
Longleaf Drive	Pine Forest Road	East of Wymart Road	Escambia	Provide Bi-Directional Center Turn Lane	Committed Project. Construction Complete.
US 29 (North Palafox St)	US 90 (Cervantes St)	West Scott Street	Escambia	Provide Lane Reduction From Four to Two Lanes	Committed Project. Construction Complete.
Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)		Escambia	Main Gate Relocation at Port of Pensacola	No Longer Requested by Port

2045 Needs Plan Projects Not Included in the 2050 Needs Plan

Corridor	From	To	County	Description	Reason Not Included in 2050 Needs Plan
Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia	Roundabout	Construction Complete
Perdido Key Drive Multi-Use Path	Bridge	Park Entrance	Escambia	Perdido Key Drive Multi-Use Path	Construction Complete
Scenic Heights Parks & School Connectivity	Multiple	Multiple	Escambia	Langley Ave crossing and sidewalks	Project Complete
SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N. Fairfield Drive)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Garden Street	W Street	Alcaniz Street	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
14 th Avenue	Cervantes Street	Bayfront Parkway	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Gregory Street	I-110	Bayfront Parkway	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
CR 95A	I-10	US 29	Escambia	Corridor Management Plan/Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Express Bus - Cordova - Downtown	Cordova Mall	Downtown Pensacola (City Hall)	Escambia	Express Bus	Routes redefined by ECAT Transit Development Plan

2045 Needs Plan Projects Not Included in the 2050 Needs Plan

Corridor	From	To	County	Description	Reason Not Included in 2050 Needs Plan
Express Bus - NAS Transit	Rosa Parks Transit Hub	NAS Pensacola, Corry Station	Escambia	Express Bus	Routes redefined by ECAT Transit Development Plan
Chappie James Bridge	Bay Bridge Drive	17 th Avenue	Escambia / Santa Rosa	Provide 6 Lanes Capacity	Committed Project. Construction Complete.
US 98 (Gulf Breeze Pkwy)	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity	Committed Project. Construction Underway.
Pea Ridge Connector Phase I	US 90	Hamilton Bridge Road	Santa Rosa	Provide New 4 Lane Road	Committed Project. Construction Complete.
Daniel Street	Shoreline Drive	US 98	Santa Rosa	Provide Additional Capacity	Request to Remove by City of Gulf Breeze
SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Becks Lane Railroad Crossing			Escambia	New railroad crossing on Becks Lane Road east of US 29	Determined not feasible by Escambia County
Jackson Street	Fairfield Drive	New Warrington Road	Escambia	Sidewalks	Project under construction
Chemstrand Road	Johnson Avenue	Kingsfield Road	Escambia	Sidewalks	Project under construction
Saufley Field Road	Mobile Highway	Saufley Field Gate	Escambia	Sidewalks	Project under construction
Old Corry Field Rd	Jackson Street	Lillian Highway	Escambia	Sidewalks	Project under construction
Lanier Drive	Toni Street	SR 742 Creighton Road	Escambia	Sidewalks	Project under construction
CR 95A	I-10	US 29	Escambia	Sidewalks and corridor improvement	Request for removal by Escambia County as project under implementation through CRA

2050 NEEDS PLAN DEFICIENCIES

Deficiencies for the adopted 2050 Needs Plan are illustrated in Appendix I. Deficiencies are determined from the 2050 Northwest Florida Regional Transportation Model. The 2050 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 2050. 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 2050 Needed Improvements. The next step in the process is to reduce the adopted 2050 Needs Plan to a 2050 Cost Feasible Plan. The 2050 Cost Feasible Plan process is documented in an additional Technical Report.

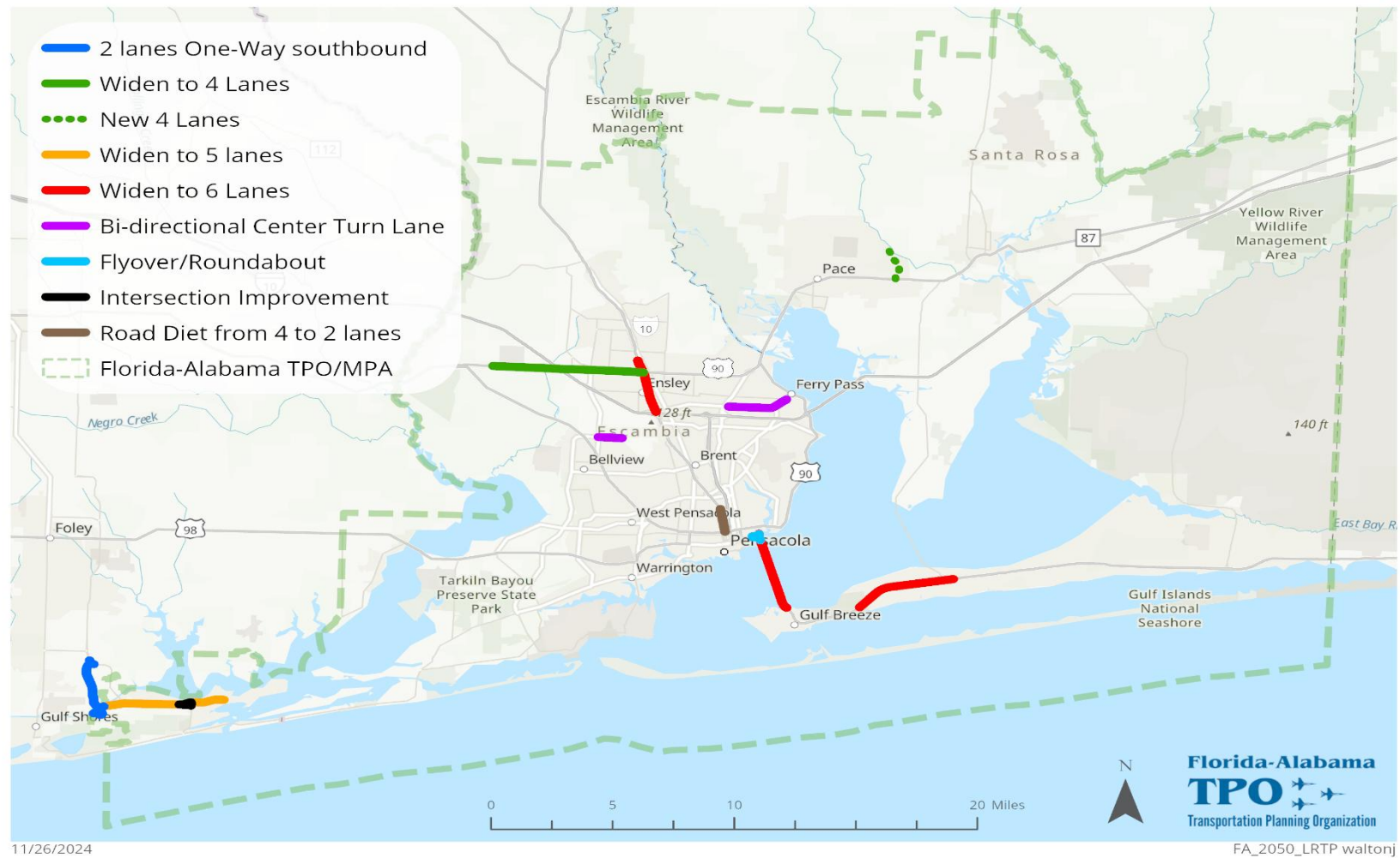
APPENDIX A – EXISTING PLUS COMMITTED ANALYSIS

Existing Plus Committed Projects

Roadway	Limits	Project
SR 180 (Canal Road)	Foley Beach Express to SR 161 (Orange Beach Boulevard)	Widen to 5 lanes
Canal Road	SR 161 (Orange Beach Boulevard) to Wilson Street	Widen to 5 lanes
New Bridge	SR 180 (Canal Road) to Foley Beach Express	2 lanes One-Way southbound
SR 180 (Canal Road)	Beaver Creek Lane to Foley Beach Express	Widen to 5 lanes
Canal Road Bypass	SR 180 (Canal Road) to SR 161 (Orange Beach Boulevard)	Intersection Improvement
Gregory Street/Bayfront Parkway/17th Avenue	Gregory Street/Bayfront Parkway to 17th Avenue	Flyover/Roundabout
Olive Road	Gregg Road to Johnson Avenue	Bi-directional Center Turn Lane
Nine Mile Road	Beulah Road to US 29	Widen to 4 lanes
US 29	I-10 to North of Nine Mile Road	Widen to 6 lanes
Pensacola Bay Bridge	Bay Bridge Drive to 17th Avenue	Widen to 6 lanes
Longleaf Drive	Pine Forest Road to East of Wymart Road	Bi-directional Center Turn Lane
Pea Ridge Connector	US 90 to Hamilton Bridge Road	New 4 lanes
SR 30 (US 98)	Bayshore Road to Portside Drive	Widen to 6 lanes
US 29 (North Palafox St)	US 90 (Cervantes St) to West Scott Street	Road Diet from 4 to 2 lanes

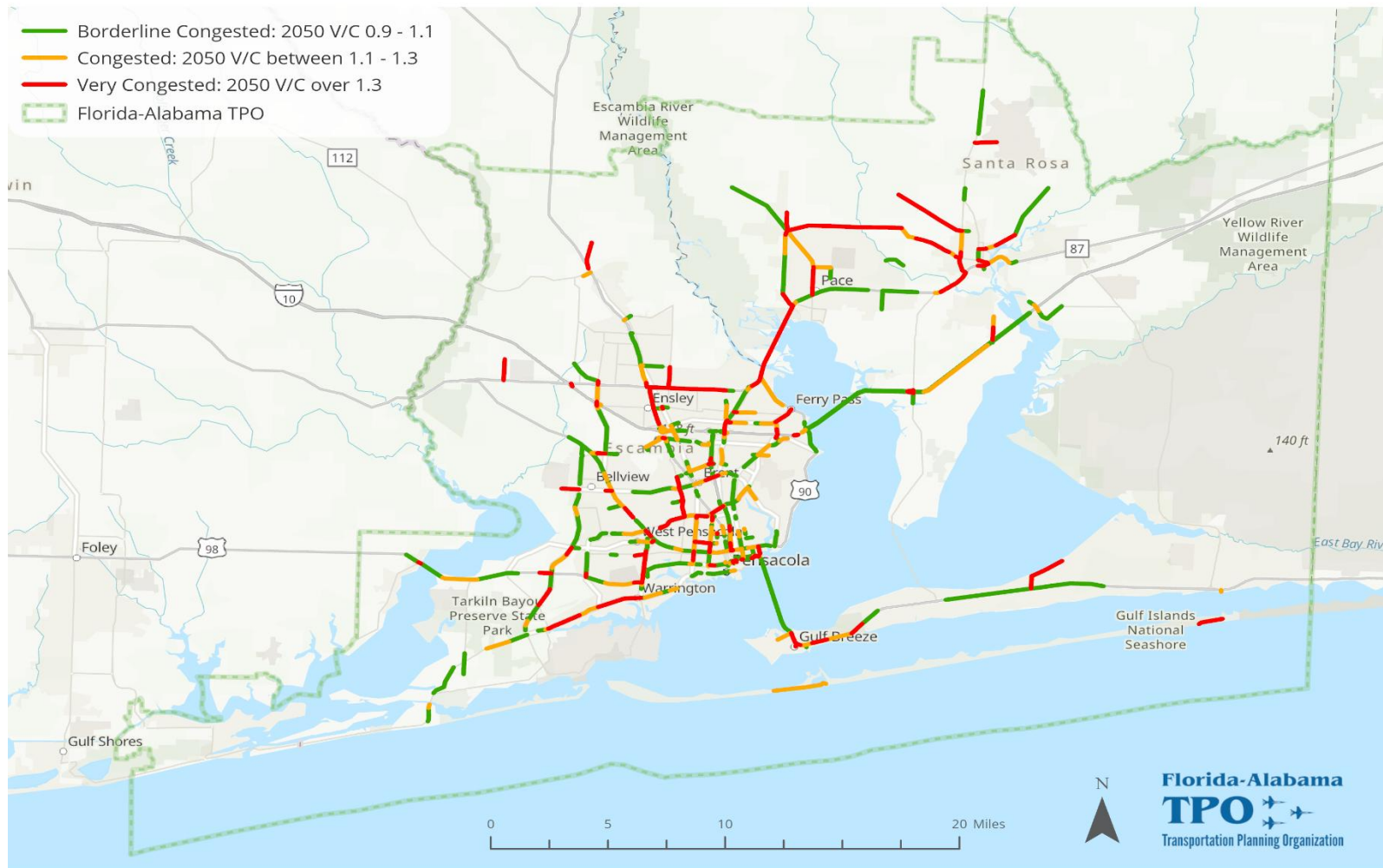
Existing Plus Committed Project Map

Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Existing Plus Committed Projects (2020-2028)



Existing Plus Committed Project Deficiency Map

Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan NWFRPM 2020 Model E+C Model Run - EPC Network with 2050 SE Data



6/11/2025

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APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE MEMBERSHIP

NAME

FDOT

Bryant Paulk

Christy Johnson

Holly Cohen (freight)

ALDOT

Vince Beebe

Scott Moseley

PENSACOLA NAVAL AIR STATION

Steve Opalenik

WHITING FIELD

Randy Roy

HURLBURT FIELD

Scott Davidson

PENSACOLA INTERNATIONAL AIRPORT

Roy Remington

PORT OF PENSACOLA

Thomas Coggin

BICYCLING PERSPECTIVE

Christian Wagley

ESCAMBIA COUNTY AREA TRANSIT

Thaddeus Davenport

BALDWIN REGIONAL AREA TRANSIT SYSTEM

Ann Simpson

CITIZENS ADVISORY COMMITTEE

Vernon Compton

Alan Isaacson

TECHNICAL COORDINATING COMMITTEE

Sarah Sislak

Wendy Gavin

Andrew Holmer

Zakkiyyah Osuigwe

JANUARY 22, 2025 STEERING COMMITTEE MEETING

SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #7
January 22, 2025 Meeting Summary

Members Attending

Alan Isaacson, CAC
Vernon Compton, CAC
Wendy Gavin, TCC
Andrew Holmer, TCC
Ann Simpson, BRATS
Randy Roy, Whiting Field
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Thaddeus Davenport, ECAT

Members Not Attending

Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Holly Cohen, FDOT Freight
Jim Kauffman, CAC
Zakkiyyah Osuigwe, TCC
Sarah Hart-Sislak, TCC
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective

Others Attending

Kandase Lee, ECRC
Annie Arguello, ECRC
Tiffany Bates, ECRC
Eric Christianson, ECRC
Jessica Walton, ECRC
Jill Nobles, ECRC
Richard Littlefield, HDR
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #6 meeting summary, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held on-line (Teams Meeting). The in-person component was not held due to snow / ice conditions resulting in local government closures and road closures.
- Gary Kramer welcomed the participants to the seventh Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. At the most recent TPO (December 2024), the following were approved on consent: Congestion Management Process, Evaluation Criteria, and Financial Resources. Today's meeting will focus on the draft Needs Plan.

Draft Needs Plan

- A week prior to the Steering Committee meeting, Steering Committee members were sent:
 - Spreadsheets and maps of Needs Plan projects by category:
 - Existing Plus Committed (E+C) {FY20-28}
 - Bike / Ped / Trail
 - Corridors
 - ECRC Seven-Layer Cake (Vision Zero / safety projects)
 - Strategic Intermodal System (SIS)
 - Non-SIS
 - Public Transportation
 - Intersections / Interchanges
 - Illustrative (beyond 2050)
 - Draft presentation slides
 - A list of projects from 2045 LRTP no longer included in 2050 LRTP.
 - Note: Projects from the current Transportation Improvement Program (TIP) [FY25-29] are included in the Needs Plan within the above categories.
- The Needs Plan development process consists of the following steps:
 - E+C analysis
 - Deficiencies
 - Steering Committee meetings
 - Public Review
 - Adopt
- The E+C Network consists of projects completed or will be completed by 2028. In addition, projects on the current Transportation Improvement Program (TIP) [FY25-29] are included in the Needs Plan development.

- The Northwest Florida Regional Planning Model has been developed by HNTB under contract to FDOT District 3. The model considers many growth factors such as population and housing demands and projects capacity deficiencies in three categories based on a volume-to-capacity (v/c) ratio:
 - Borderline congested (0.9 – 1.1)
 - Congested (1.1 – 1.3)
 - Very Congested (1.3 or greater)

Roadway network segments were evaluated based on the model output data and segments

incorporated into the Needs Plan where deficiencies were identified for Congested or Very

Congested segments. Model development has not yet been provided for AL.

- Additional input on the draft Needs Plan was provided by:
 - Presentations at prior Steering Committee meetings
 - Review of local, regional, ALDOT, and FDOT planning documents (identified in the Goals and Objectives development)
 - Review of TPO planning documents: FL-AL FY25-29 TPO Priorities; FL-AL Bike / Ped / Trail Plan; and the FY25-29 Transportation Improvement Program (TIP)
 - Strategic Intermodal System (SIS) Plans
 - 2045 Long Range Transportation Plan (LRTP)
 - ECRC Safe Streets for All (SS4A) Action Plan (Dec 2024)
 - ECRC Military Installation Resilience Review (MIRR) (Dec 2024)
- The Needs Plan has been developed in a Geographic Information System (GIS) visualization tool and organized into a Dashboard.
- Currently, there are 368 projects in the draft Needs Plan in the following categories:
 - E+C (14)
 - Bike / Ped / Trail (152)
 - Corridor Management (13)
 - Seven-Layer Cake (56)
 - SIS (30)
 - Non-SIS (91)
 - Public Transportation (9)
 - Illustrative (3)
 - Growth of Needs Plan projects from 2045 to 2050 is noted and driven largely by the additional bike / ped / trail projects such as SUNTrail unfunded gaps, and the additional safety and military projects that were identified in the recently completed SS4A Plan and the MIRR studies.
- Needs Plan project costs are in process of being developed and projected to Year of Expenditure based on required inflation factors. Currently, the Needs Plan is at approximately \$21.6B YOY with \$2.1B in financial resources available. By county, the Needs Plan contains 17 projects for Baldwin County, 209 projects for Escambia County, and 126 projects for Santa Rosa county with the balance being regional projects that cross county lines.

- **E+C projects** include:
 - AL SR 180 (Canal Rd)
 - Beach Express / Waterways
 - Gregory St
 - Olive Road
 - Nine Mile Road
 - US 29 at I-10 Interchange
 - Chappie James Bridge
 - Longleaf Drive
 - Pea Ridge Connector Phase 1
 - North Palafox
 - US 98 Gulf Breeze Parkway
 - No Steering Committee comments were received on the E+C network.

- **Bike / Ped / Trail projects** include:
 - FL-AL Bike / Ped / Trail Plan
 - FDOT Shared-Use Non-Motorized (SUNTrail) unfunded gaps
 - FDEP Office of Greenways and Trails
 - Local plans
 - Current TIP, Priorities
 - Note: the 2050 Plan includes a substantial increase in the number of bike / ped / trail projects due to incorporation of the SUNTrail Unfunded Gap project segments.

 - A Steering Committee member asked if the Bluffline project and the Blackwater Trail Connector projects are included. The projects were displayed from Dashboard to show they are included.

 - A Steering Committee member asked to include a Transportation Alternatives Program (TAP) project and will provide a shape file to include on the Draft Needs Plan.

- **Seven-Layer Cake projects** include:
 - Regional Intelligent Traffic Management Center (RTMC)
 - Intelligent Transportation System (ITS) Communications and fiber networks
 - Safe Streets for All (SS4A) Demonstration Grant
 - SS4A Safety Action Plan High Injury Networks (both segments and intersections)

 - A Steering Committee member asked if two additional projects can be included: Airport Road; and Stewart Street at Magnolia Drive. Airport Road is currently included as one of the SS4A High Injury Network intersections. The FDOT resurfacing project includes improvement at Stewart Street / Magnolia. It does not need to be included in the Needs Plan.

- **SIS projects** include:
 - I-10
 - US 29
 - US 98
 - SR 173

- SR 297
- SR 196
- SR 87 (possible future SIS)
- SR 750
- Steering Committee input is requested for SIS projects:
 - 6-lane need on US 29 to State Line – Beyond 2050? While it seems to a long-term need and could be considered beyond 2050, there was not consensus from the Steering Committee to remove it since it is a SIS Need.
 - I-110 E. Gregory Street Loop Ramp Removal needed? A member of the steering committee asked if the local governments have made an official request? No official requests have been received, but it is being considered in other planning documents such as the City of Pensacola Community Redevelopment Agency plan updates. The consensus was to leave it in at this time pending further input from the TPO or local governments.
 - A member of the Steering Committee member asked if additional letters of support were needed for the SR 87 SIS request. ECRC recognized that those letters of request have been presented to FDOT and nothing additional needs to be provided to the TPO at this time.
- **Non-SIS projects** include:
 - US90
 - US 98
 - SR 180 (AL)
 - SR 742
 - SR 297
 - SR 289
 - SR 292
 - SR 727
 - SR 286
 - SR 298
 - SR 99
 - SR 87
 - County Roads
- Steering Committee input is requested for Non-SIS projects:
 - US 29 Connector West from Beulah to US 29; US 29 Connector East from US 29 to Quintette Road to Five Points; Beulah Road / Kingsfield Road connections, and Well Line, Muscogee, Kingsfield extension. Escambia County requests these projects remain as shown to accommodate areas where growth is occurring / projected in order to accommodate future housing needs.
 - Johnson Avenue new capacity. Escambia County agrees with the new capacity project as shown to address the deficiency leading to and ending at Ellyson Field. The capacity on this segment also addresses truck / freight need to Ellyson Field Industrial Park.

- Pinestead / Longleaf future capacity (between Wymart Rd and US 29). Escambia County believes the existing improvements (E+C) address the need w/out including the previously considered “missing link” segment through the Wedgewood community.
- Nine Mile Road and US 90 through to East Milton. The existing 4-lane and 6-lane segments as presented are agreeable to the Steering Committee.
- Chemstrand Road 4-lane capacity to Kingsfield or Old Chemstrand. Escambia County agrees with the proposed capacity on Chemstrand between Nine and Ten Mile as presented. The connection to UWF may not be a current need but was previously requested by UWF. The potential future Bluffs Industrial Park has not yet advanced sufficiently to indicate a capacity need.
- Any other capacity projects to accommodate planned housing / future growth? None identified.
- Community Redevelopment Agency (CRA) Plan projects? None identified.
- Santa Rosa Island Authority or Gulf Islands National Seashore projects? Tiffany updated the Steering Committee on the coordination with NPS Gulf Islands National Seashore Superintendent, and SRIA.
- Any other state / Federal Land Management Agency needs? They will be given an opportunity to review the draft Needs Plan when the agenda for the TPO is distributed.
- A member of the Steering Committee asked about access links on both the east and west sides of NAS Whiting Field. Both are shown on the Dashboard and included in the Needs Plan.
- **Corridor projects** include:
 - SR 295 (Fairfield)
 - 17th Ave
 - SR 292 (Pace)
 - CR 95A
 - SR 296 (Michigan)
 - SR 89 (Dogwood)
 - Jordan / Maxwell
 - SR 295 (Navy)
 - CR 191 (Munson)
 - W. Main
 - W. Navy
 - Reimagine Jackson
 - Cervantes Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

- No additional Steering Committee input was received during the meeting on Corridor projects.
- **Public Transportation projects** include:
 - Amtrak extension (along CSX rail)
 - Express bus routes: Hurlburt, Orange Beach / Gulf Shores (BRATS connection), Milton, Tiger Point Community Center, Navy Federal
 - ECAT Transfer Facility (new)
 - No additional Steering Committee input was received during the meeting on Corridor projects. BRATS indicated the projects are presented address their needs.
- **Intersection / Interchange projects** include:
 - SL SR 180 Canal / Foley Beach Express
 - US 98 at NAS Corry Station
 - US 98 at SR 295
 - SR 292 at NAS West Gate / SR 173 at SR 292 to NAS West Gate
 - CR 197 Five Points
 - SR 289 (Ninth, Langley, Tippen)
 - Pensacola Beach roundabouts
 - CR 399 roundabouts
 - SR 399 Gulf Breeze Parkway at Pensacola Beach Road
 - I-10 interchanges: Beulah, Nine Mile, Pine Forest, US 29, Ninth Avenue
 - CR 297 / 297A roundabout
 - High-Injury Network Tier 1 Intersections
 - No additional Steering Committee input was received during the meeting on intersection projects.
- **Illustrative projects** include:
 - US 90 / 98 New Connector
 - AL Cross-Island Connector
 - Wolf Bay Bridge
 - No additional Steering Committee input was received during the meeting on Illustrative projects.

Next Steps / Adjournment

- Draft Needs Plan to TPO in February.
- Public involvement in March.
- Steering Committee #8 review in April.
- TPO adoption in May.
- The meeting was adjourned by Gary Kramer.

APRIL 15, 2025 STEERING COMMITTEE MEETING

SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #8
April 15, 2025 Meeting Summary

Members Attending

Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen (Online)
Ann Simpson, Director of Transportation, Baldwin County (Online)
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Wendy Gavin, TCC, City of Pensacola (Online)
Zakkiyyah Osuigwe, TCC, Santa Rosa County

Members Not Attending

Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Thaddeus Davenport, ECAT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Sarah Hart-Sislak, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending

Leandra Meredith, ECRC (Online)
Roshita Taylor, ECRC (Online)
Jill Nobles, ECRC (Online)
Jessica Walton, ECRC (Online)
Annie Arguello, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #7 meeting summary, draft Non-SIS Cost Feasible Plan Scenario 1, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Library (239 N. Spring Street, Pensacola, FL), and on-line (Teams Meeting).
- Gary Kramer welcomed the participants to the eighty Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the final Needs Plan and initial draft of the Cost Feasible Plan focusing on the Non-Strategic Intermodal System (non-SIS) Priorities scenario.

Needs Plan

- Prior to the Steering Committee meeting, Steering Committee members were sent:
 - Spreadsheets and maps of Needs Plan projects by category as revised:
 - Bike / Ped / Trail
 - Capacity
 - Corridor Management
 - ECRC Seven-Layer Cake (Technology)
 - Intersections
 - Public Transportation
 - Existing Plus Committed (E+C) [FY20-28]
 - Illustrative (Beyond 2050)
 - Draft presentation slides
 - A list of projects from 2045 LRTP no longer included in 2050 LRTP.
- The Needs Plan development process consists of the following steps:
 - E+C analysis
 - Deficiencies
 - Steering Committee meetings
 - Public Review
 - Adoption
- Since the last Steering Committee, additional input was sought from the following, but no responses were received from:
 - Federally Recognized Tribes and Santa Rosa Band of the Lower Muscogee
 - Environmental agencies (both FL and AL)
 - Pensacola and Perdido Bay Estuary Program
 - NPS Gulf Islands National Seashore
 - Visit Pensacola

- Florida's Great Northwest
 - Pensacola-Escambia Development Commission
 - Santa Rosa County Tourist Development Office
 - Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]
 - Area Housing Commission
 - Escambia Consortium
 - Community Redevelopment Agencies
- Since the last Steering Committee, three noticed public meetings were completed:
 - Meeting 1 Baldwin County: AL Monday, March 10, 2025; 10:00 – 11:30 a.m.; Orange Beach Public Library
 - Meeting 2 Santa Rosa County, FL: Tuesday, March 11, 2025; 10:00 – 11:30 a.m. Gulf Breeze Community Center;
 - Meeting 3 Escambia County, FL: Wednesday, March 12, 2025; 2:00 – 3:30 p.m. West Florida Public Library
 - Public and local government comment received at these meetings are summarized:
 - Meeting 1 Baldwin County:
 - ALDOT asked to clarify the map routes of some of the projects such as the Waterways project. Cory will send ALDOT an e-mail with screenshots for mark-up (e-mail sent 3/10/25). Gary Kramer indicated the current Foley Beach Express account for the 2 lanes going north bound.
 - City of Orange Beach noted a correction on map ID numbers for the Illustrative projects (corrected 3/10/25).
 - ALDOT asked to remove "Grade-Separation" from ID 694 (corrected 3/10/25).
 - ALDOT asked to review limits of Lillian Loop paved shoulders with Baldwin County (Baldwin Co coordination complete 3/11/25 and revised 3/28/25): Recategorized CR 99 Paved Shoulders from Carrier Drive to Rosalia Ave to E+C; and Recategorized CR 91 Paved Shoulders and Rosalia Ave Paved Shoulders to Illustrative.
 - City of Orange Beach asked about the regional extension of Foley Beach Express north to I-65. ALDOT recommended it not be included as it extends well beyond the TPO boundaries.
 - ALDOT asked about the 4-lane capacity on US 90 (ID 600). It was decided to leave the 4-lane capacity need at this time as it may support future land development.
 - ALDOT asked about US 98 in Lillian. SAIN Associates reviewed the traffic counts. It was decided to leave it in the needs plan because of growth in 2050.

- City of Orange Beach asked to add a new Bike / Ped / Trail shared-use path project along the limits of AL SR 182 within the TPO planning area (added 3/10/25). While the project is not yet included in the FL-AL TPO Ped / Bike / Trail Plan, it was agreed to add the project to the Needs Plan at this time to support future grant applications.
- SAIN Associates asked about public transportation projects in Orange Beach. BRATS provides on-demand service and has participated in the Steering Committee meetings. The Needs Plan incorporates their request for regional connections.
- SAIN Associates asked if the Baldwin County Model documentation needs to be included. Gary Kramer indicated the affirmative because Florida's Model documentation is included.
- City of Orange Beach asked to clarify the local road portion of Canal Road east of Orange Beach Boulevard (SR 161) which would not have the AL SR designation. (Corrected 03/11/25).
- Meeting 2 Santa Rosa County:
 - City of Gulf Breeze asked about the Citizens Advisory Committee (CAC) representative. ECRC staff addressed the composition of the CAC which includes a City of Gulf Breeze resident.
 - City of Gulf Breeze asked about the role and function of the ECRC Board. ECRC staff clarified that the Board has approval authority on regional projects that span across the individual TPO limits such as the Safe Streets and Roads for All plans.
 - Santa Rosa County asked to receive Northwest FL Regional Planning Model output to assist in preparation of their East Milton Master Plan. FDOT indicated they will share the model data.
 - City of Gulf Breeze asked about the 8-lane capacity need on US 98 shown on the map. The 8-lane need originates with the Strategic Intermodal System (SIS) Plan in the SIS Long-Range Cost Feasible Plan (FY 35-50) which identifies SIS Project ID 3916 as an 8-Lane improvement. However, a new PD&E will be initiated this Fall which will evaluate and determine whether capacity improvements are needed. It is anticipated that the new PD&E will primarily focus on the reconfiguration of the SR 399 interchange, and access management improvements. City of Gulf Breeze noted an inconsistency on the description of ID 813 (corrected 3/11/25). In the development of Needs Plan projects, SIS project 3916 description was modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR 399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

- ECRC staff will contact Santa Rosa County Economic Development Director, Mr. Shannon Ogletree, to see if there are other freight or capacity needs on SR 87 or US 90 in support of recent and on-going initiatives for industrial park development in the East Milton area. (Note: complete by ECRC April 7, 2025. No additional input needed.)
- ALDOT asked if the map ID number refer to priority ranking? No – these are simply identification numbers with no linkage or reference to priority ranking.
- Meeting 3 Escambia County:
 - An attendee asked about the roundabout on CR 297/297A. This project is incorporated from a completed FDOT PD&E. For additional information on the PD&E, see <https://nwflroads.com/projects/441056-2>.
 - An attendee asked how freight and rail projects are incorporated. Freight and rail projects were provided by the state-wide FDOT Freight and Rail Office based on the Freight Mobility and Trade Plan (FMTP), as presented by the FDOT Freight and Rail Planning Administrator at the August 12, 2024 LRTP Steering Committee meeting. The meeting participant was interested to know if any railroad projects were identified, because there has been mention of rail vulnerabilities as part of the on-going city and county vulnerability assessments in other meetings. The Amtrak passenger rail project is included in the Needs Plan. However, no freight rail projects were requested by FDOT in the identified based on the current Freight Mobility and Trade Plan. However, as additional plans such as the vulnerability assessments are approved, the Needs Plan can be modified to incorporate additional projects.
 - An attendee asked how the Evaluation Criteria were developed and applied. Responses were provided to clarify elements of the Evaluation Criteria which have been previously approved by the Steering Committee and TPO. An explanation was provided to clarify how the Evaluation Criteria will be applied to the Needs Plan projects as a way to analyze which projects may have greater need based on the approved criteria.
 - Additional input was provided by Escambia County on February 27, 2025. Detailed responses were reviewed with Escambia County and summarized below:
 - Bike / Ped / Trail requests reviewed based existing Plan; where needed, gaps were incorporated to include Guidy Lane, Pensacola Beach Shared Use Path, and implementation of the Reimagine Jackson projects.
 - Non-SIS Capacity projects were added for W. Nine Mile Pedestrian Overpass at Beulah Middle School, SR 99 Beulah Rd (4-lane), Wilde Lake Blvd (2-lane), Klondike Rd (2-lane), and Eight Mile Creek Rd (2-lane).
 - Intersection improvements at six locations on US 29 referred to Transportation System Management (TSM) for implementation
 - Greenbrier Blvd extension to UWF retained

- Currently, there are 367 projects in the reorganized Needs Plan [368 projects at Steering Committee Meeting 7, February 2025; & 253 projects in 2045] in the following categories:
 - Bike / Ped / Trail (144)
 - Capacity (106)
 - Corridor Management (12)
 - Seven-Layer Cake (59)
 - Intersections (17)
 - Public Transportation (9)
 - E+C (16)
 - Illustrative (4)

Maps and spreadsheets of each of the categories were presented and reviewed and provided as meeting handouts. Note that projects were re-numbered from the previous Steering Committee to accommodate the revised categories.

The Steering Committee did not have any additional comments on the Needs Plan projects. As such, the Needs Plan will be advanced to the TPO, TCC, and CAC for consideration at their May meetings.

- Discussion turned to the Cost Feasible Plan development. The final step in the 2050 LRTP is reducing the Needs Plan to a Cost Feasible Plan based on revenue.
- FL SIS Cost Feasible Plan is provided by FDOT. This scenario has been developed and will be presented to the next Steering Committee. All SIS projects in the three SIS Plans are considered funded.
- Non-SIS Capacity projects are considered based on scenarios:
 - Non-SIS Project Priorities Alternative for Florida (draft provided at this meeting)
 - Non-SIS Evaluation Criteria Alternative for Florida (draft at next meeting)
 - Non-SIS Multi-Modal Alternative for Florida (draft at next meeting)
 - Hybrid option developed from these three for TPO approval (draft at next meeting).
- Alabama Alternative (draft at next meeting)
- Updated financial resources data were presented for FL.
 - Source is FDOT 2050 Revenue Forecast Handbook.
 - Additional guidance provided by FDOT October 1, 2025, and March 27, 2025.
 - Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:
 - State Highway System (SHS, non-SIS) [Handbook Table 30]
 - Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]
 - Federal Surface Transportation Block Grant (STBG) Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3 (March 2025)]
 - Capacity funding does not include:
 - Transit [Handbook Table 32]
 - Carbon Reduction Program [Handbook Table 29]
 - Transportation Alternatives (TA) [Handbook Table 28]
 - Transportation Regional Incentive Program (TRIP) [Handbook Table 15]

- The total 2050 Non-SIS Capacity funding is **\$325.48M** [Present Day Cost]. For comparison, 2045 (w/out SIS): \$763.2M YOE; or \$449.9M PDC; and 2050 (w/out SIS): \$532.8M YOE; or \$325.5M PDC. This represents 28% decrease PDC.
- Additional guidance was provided by FDOT on April 15 (just prior to this Steering Committee meeting) to clarify how to calculate the additional 22% for PD&E and Design Production Support. The tables will be updated.
- This first Cost Feasible Plan (CFP) Scenario is the Non-SIS Priorities based on the FY27-31 Priorities under development.
- This scenario determines how many Non-SIS Priorities, in order of priority, can be funded with available revenue of \$325.5M PDC.
- There is an additional \$71.6M (state funds) for PD&E and Design, based on guidance from the Handbook. Note: this number was estimated at \$65.1M for the Steering Committee meeting materials and did not incorporate the revised guidance received on April 15, 2025 just prior to the meeting.
- Draft Non-SIS Scenario 1 was reviewed. Note: the following images reflect the updated numbers revised after the Steering Committee meeting.
- There was discussion about future funding on the Navarre Community Access Road and Connecting the Collector projects. The Navarre Community Access Road PD&E is under but delayed until September 2025. Hurlburt is seeking additional funding for the adjacent Connecting the Collector project (in Okaloosa County). Steering Committee members discussed federal grants that might help. Gary clarified that if grant or local funding contributes to the project development, the additional revenue can be used to potentially bring a project into the Cost Feasible Plan for these and locally-funded PD&E studies such as CR 197 Chumuckla Highway (Santa Rosa County).

Next Steps / Adjournment

- May 2025 TPO: Final Needs Plan and initial draft Cost Feasible Plan
- TBD: Steering Committee Meeting #9 (June)
- Cost Feasible Plan public outreach (June / July)
- Steering Committee #10 (July)
- August 2025 TPO: Cost Feasible Plan adoption
- The meeting was adjourned by Gary Kramer.

APPENDIX C – PUBLIC MEETING ADVERTISEMENTS AND RESPONSES

2050 Long Range Transportation Plan Needs Plan Public Meeting Advertisements

The Florida-Alabama TPO will host a **public workshop on March 10, 2025, at 10:00 a.m.** The workshop will be held **in person** at the **Orange Beach Library, located at 26267 Canal Rd, Orange Beach, AL 36561.**

The Long Range Transportation Plan (LRTP) is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years.

A full agenda can be viewed by scanning the QR Code in the event cover photo or at www.ecrc.org/FLALTPOMeetings.

Public input is valuable to the TPO, we encourage our communities to submit input through a variety of avenues. Comments for the public forum can be submitted via eComment Card, email, or phone, learn how at www.ecrc.org/FLALPublicForum. All comments submitted will be disseminated to the board. Please email publicinvolvement@ecrc.org with additional questions or concerns.

In compliance with the Americans with Disabilities Act, reasonable accommodations to access meetings and 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 at 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 o 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.

The Florida-Alabama TPO will host a **public workshop on March 11, 2025, at 10:00 a.m.** The workshop will be held **in person** at the **Gulf Breeze Community Center, 800 Shoreline Drive Gulf Breeze, Florida.**

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Draft 2050 Long Range Transportation Plan Needs Plan Public Meeting Summary
March 10, 2025 Orange Beach Library

- ALDOT asked to clarify the map routes of some of the projects such as the Waterways project. Cory will send ALDOT an e-mail with screenshots for mark-up (e-mail sent 3/10/25). Gary Kramer indicated the current Foley Beach Express account for the 2 lanes going north bound.
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- City of Orange Beach asked to clarify the local road portion of Canal Road east of Orange Beach Boulevard (SR 161) which would not have the AL SR designation. (Corrected 03/11/25 for ID 76, and ID 301).

Draft 2050 Long Range Transportation Plan Needs Plan Public Meeting Summary
March 11, 2025 Gulf Breeze Community Center

- City of Gulf Breeze asked about the Citizens Advisory Committee (CAC) representative. ECRC staff addressed the composition of the CAC which includes a City of Gulf Breeze resident.
- City of Gulf Breeze asked about the role and function of the ECRC Board. ECRC staff clarified that the Board has approval authority on regional projects that span across the individual TPO limits such as the Safe Streets and Roads for All plans.
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Draft 2050 Long Range Transportation Plan Needs Plan Public Meeting Summary
March 12, 2025 Pensacola Library

- An attendee asked about the roundabout on CR 297/297A. This project is incorporated from a completed FDOT PD&E. For additional information on the PD&E, see <https://nwflroads.com/projects/441056-2>.
- An attendee asked how freight and rail projects are incorporated. Freight and rail projects were provided by the state-wide FDOT Freight and Rail Office based on the *Freight Mobility and Trade Plan* (FMTP), as presented by the FDOT Freight and Rail Planning Administrator at the August 12, 2024 LRTP Steering Committee meeting. The meeting participant was interested to know if any railroad projects were identified, because there has been mention of rail vulnerabilities as part of the on-going city and county vulnerability assessments in other meetings. The Amtrak passenger rail project is included in the Needs Plan. However, no freight rail projects were requested by FDOT in the identified based on the current *Freight Mobility and Trade Plan*. However, as additional plans such as the vulnerability assessments are approved, the Needs Plan can be modified to incorporate additional projects.
- An attendee asked how the Evaluation Criteria were developed and applied. Responses were provided to clarify elements of the Evaluation Criteria which have been previously approved by the Steering Committee and TPO. An explanation was provided to clarify how the Evaluation Criteria will be applied to the Needs Plan projects as a way to analyze which projects may have greater need based on the approved criteria.

APPENDIX D – PUBLIC OUTREACH AND RESPONSES

This memo summarizes the public outreach and responses related to the Long-Range Transportation Plan (LRTP) question included in the Florida-Alabama TPO 2050 Project Priorities survey conducted in Spring 2025. While the primary focus of the survey was on project-level priorities, one question was included to inform long-term planning needs as part of the LRTP Needs Plan. This was done intentionally to reduce survey fatigue and confusion in messaging.

Survey Overview

- **Survey Duration:** March 10 – April 25, 2025
- **Total Responses:** 128
- **Format:** Survey 123
- **LRTP-Specific Questions:** 1 (out of 9 total questions)
- **Workshops Held:**
 - March 10 – Baldwin County
 - March 11 – Santa Rosa County
 - March 12 – Escambia County

These workshops were publicly noticed, listed on the ECRC calendar, and promoted through the project webpage.

LRTP Survey Question

“Which transportation improvements should be considered for the future (20–25 years)?”

Participants ranked each option from 1 (Lowest Priority) to 5 (Top Priority).

Weighted Average Rankings:

Priority Area	Score
Upgrading major intersections and interchanges	4.34 Top priority
Expanding major roadways	4.23
Implementing smart transportation systems	3.86
Strengthening emergency response and evacuation routes	3.69
Investing in cost-effective transportation solutions	3.61
Expanding multimodal connectivity	3.39 Lowest-ranked

The results show a clear preference for intersection upgrades, congestion relief, and system reliability. At the same time, multimodal options (such as transit and bike lanes) were ranked lower, likely due to the region's auto-centric context.

Top Zip Codes Represented:

Some zip codes fall outside the FL-AL TPO boundary but are considered relevant due to regional commute patterns.

- **32507 (Pensacola)** – 27
- **32561 (Gulf Breeze)** – 21
- **32566 (Navarre)** – 15
- **32571 (Milton/Pace)** – 10
- **32570 (Milton)** – 9
- **32506 (Pensacola)** – 8

Outreach Summary:

- **Direct Partner Contacts:** Over 46 regional organizations, PIOs, chambers, and advocacy groups
- **Email Distribution:** 289+ subscribers received email notifications
- **Social Media:** Shared on Facebook, Instagram, and Nextdoor
- **Media Coverage:** *Santa Rosa Press Gazette, Island Times, Gulf Breeze News*

Examples of Partner Engagement:

- **Escambia and Santa Rosa County PIOs** – Shared press releases, posted on official websites
- **Navarre and Pace Chambers** – Shared in newsletters and on Facebook
- **First Place Partners, Flood Defenders, HAAS Center** – Shared through email networks and social media
- **Rotary Clubs, NAACP chapters, neighborhood associations** – Included in outreach lists

These efforts contributed to geographic and demographic diversity among respondents.

Additional Notes & Clarifications

- The LRTP data presented is based on a **single question** intentionally included in the Project Priorities survey.
 - This summary reflects alignment with prior discussions and expectations with the LRTP Project Manager.
 - **Workshop notes** will be added separately by the PM to provide qualitative insight into long-term priorities discussed at the public meetings.
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Attachments Provided

1. FL-AL 2050 LRTP Survey (PDF copy of form)
2. LRTP Priority Results Chart (PNG format)

2050 Long-Range Transportation Plan (LRTP)

The following questions focus on the **2050 Long-Range Transportation Plan (LRTP)** for the **Florida-Alabama Transportation Planning Organization (TPO)**. Your input will help shape transportation priorities for the next **20-25 years** to support future growth, mobility, and infrastructure needs.

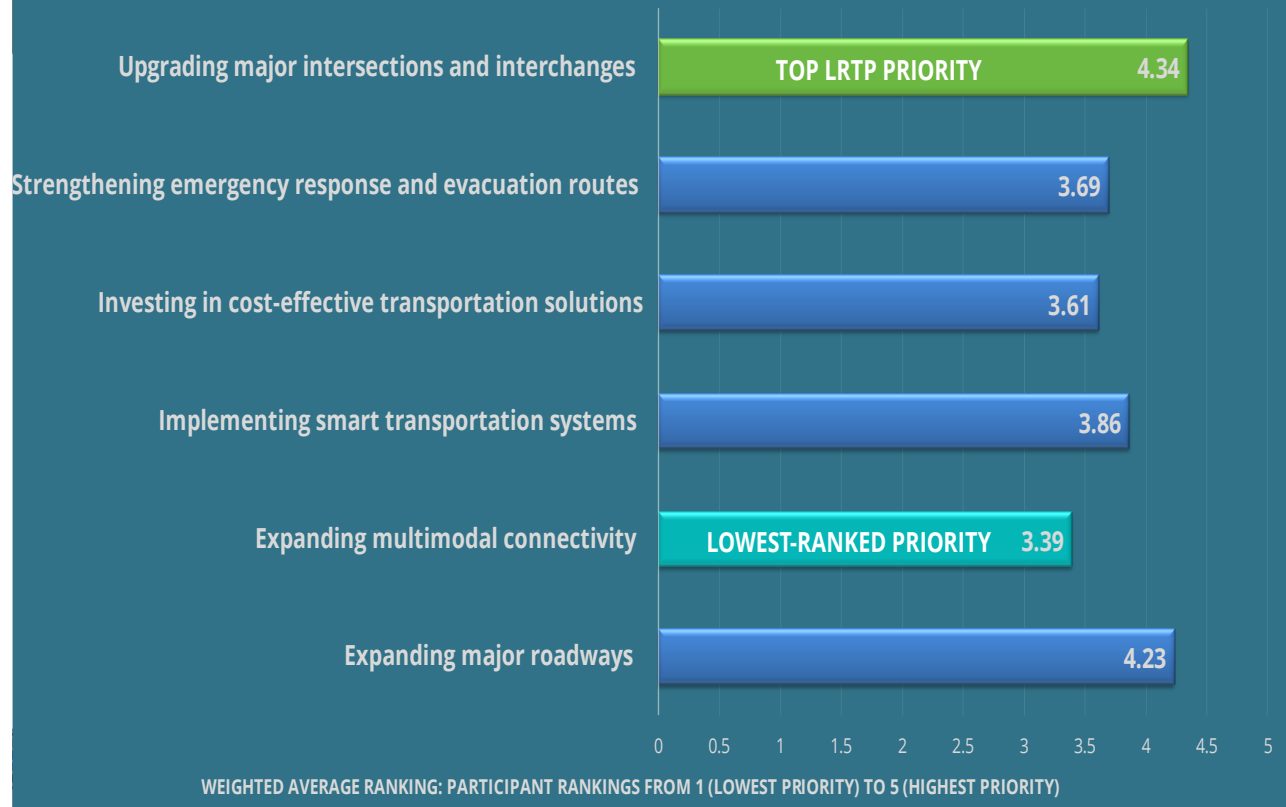
9. Which transportation improvements should be considered for the future (20-25 years)?

(Rank each from 1 = Lowest Priority to 5 = Top Priority)

Future Transportation Improvement	1 (Low Priority)	2	3	4	5 (Top Priority)
Expanding major roadways: Developing new routes and increasing road capacity to support future growth.	☐	☐	☐	☐	☐
Upgrading major intersections and interchanges: Redesigning high-traffic corridors and bottlenecks to improve traffic flow.	☐	☐	☐	☐	☐
Implementing smart transportation systems: Expanding real-time traffic monitoring, adaptive signals, and emerging technology.	☐	☐	☐	☐	☐
Expanding multimodal connectivity: Improving transit, bike lanes, sidewalks, and pedestrian-friendly infrastructure.	☐	☐	☐	☐	☐
Strengthening emergency response and evacuation routes: Improving roads for emergency vehicles and disaster response.	☐	☐	☐	☐	☐
Investing in cost-effective transportation solutions: Prioritizing improvements that balance growth, efficiency, and long-term needs.	☐	☐	☐	☐	☐

2050 FL -AL LRTP Survey Question: Transportation Priorities

(Based on 128 responses)



APPENDIX E – UNIT COSTS

FLORIDA PROJECT UNIT COSTS

**District 3 Estimates
2023 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	AB	New Construction (2-Lane Roadway) 5' Paved Shoulders, undivided	\$ 8,740,298.80	\$ 874,029.88	\$ 862,062.85	\$ 10,583,021.31	\$ 1,587,453.20	\$ 121,704.75	\$ 12,292,179.26
333302-1-52-07	RK	New Construction (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	\$ 11,779,941.55	\$ 1,177,994.16	\$ 1,295,793.57	\$ 14,253,729.28	\$ 2,138,059.39	\$ 150,000.00	\$ 16,541,788.67
333303-1-52-07	CB	New Construction (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	\$ 12,752,588.99	\$ 1,275,258.70	\$ 1,402,784.57	\$ 15,430,630.26	\$ 2,314,594.54	\$ 150,000.00	\$ 17,895,224.80
333304-1-52-07	AB	Milling and Resurfacing (2-Lane Roadway) 5' Paved Shoulders, undivided	\$ 675,204.80	\$ 67,520.48	\$ 74,272.51	\$ 816,997.57	\$ 122,549.64	\$ 46,977.36	\$ 986,524.57
333305-1-52-07	RK	Milling and Resurfacing (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	\$ 1,393,222.88	\$ 139,322.29	\$ 153,254.52	\$ 1,685,799.69	\$ 252,869.95	\$ 50,000.00	\$ 1,988,669.64
333306-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	\$ 2,043,414.23	\$ 204,341.42	\$ 224,775.56	\$ 2,472,531.21	\$ 370,879.68	\$ 50,000.00	\$ 2,893,410.89
333307-1-52-07	AB	Add 2 Lanes (2 to 4) Lanes divided with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) to Interstate Standards, divided 40' Median, Lt & Rt T. Lanes	\$ 11,827,408.78	\$ 1,182,740.88	\$ 1,301,014.96	\$ 14,311,164.60	\$ 2,146,674.69	\$ 150,000.00	\$ 16,607,839.29
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	\$ 9,599,784.30	\$ 959,978.43	\$ 1,055,976.27	\$ 11,615,739.00	\$ 1,742,380.85	\$ 133,581.00	\$ 13,491,680.85
333309-1-52-07	CB	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	\$ 10,543,527.84	\$ 1,054,352.78	\$ 1,159,788.06	\$ 12,757,668.68	\$ 1,913,650.39	\$ 146,713.19	\$ 14,818,032.17
333310-1-52-07	AB	Add 1 Through Lane 12' on Inside (Resurface Existing) with 5' Paved Shoulders	\$ 3,050,058.82	\$ 305,005.86	\$ 402,607.74	\$ 3,757,672.22	\$ 563,650.83	\$ 50,000.00	\$ 4,371,323.05
333311-1-52-07	RK	Add 1 Through Lane on Outside (Resurface Existing) with 5' Paved Shoulders	\$ 2,308,640.52	\$ 230,864.05	\$ 253,950.46	\$ 2,793,455.03	\$ 419,018.25	\$ 50,000.00	\$ 3,262,473.28
333312-1-52-07	CB	Add 300' Exclusive Left Turn Lane(Rural Typical resurface existing lanes)	\$ 303,781.45	\$ 30,378.14	\$ 77,180.49	\$ 462,962.93	\$ 69,444.44	\$ 26,820.37	\$ 559,027.74
333313-1-52-07	AB	Add 300' Exclusive Right Turn Lane(Rural Typical resurface existing lanes)	\$ 308,071.47	\$ 30,807.15	\$ 76,517.87	\$ 459,107.21	\$ 68,866.08	\$ 26,398.66	\$ 554,371.95

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	RK	New Construction (2-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided	\$ 11,673,227.82	\$ 1,167,322.78	\$ 1,284,055.06	\$ 14,124,605.66	\$ 2,118,890.85	\$ 150,000.00	\$ 16,393,296.51
333315-1-52-07	CB	New Construction (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	\$ 18,235,368.10	\$ 1,823,536.81	\$ 2,005,890.49	\$ 22,064,795.40	\$ 3,309,719.31	\$ 150,000.00	\$ 25,524,514.71
333316-1-52-07	AB	New Construction (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	\$ 21,853,990.54	\$ 2,185,399.05	\$ 2,403,938.96	\$ 26,443,328.55	\$ 3,966,499.28	\$ 150,000.00	\$ 30,559,827.83
333317-1-52-07	RK	Milling and Resurfacing (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	\$ 1,355,453.64	\$ 135,545.36	\$ 149,099.90	\$ 1,640,098.90	\$ 246,014.83	\$ 50,000.00	\$ 1,936,113.73
333318-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	\$ 1,973,336.00	\$ 197,333.60	\$ 260,480.35	\$ 2,431,149.95	\$ 364,672.49	\$ 50,000.00	\$ 2,845,822.44
333319-1-52-07	AB	Add 2 Lanes (2 to 4) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	\$ 15,816,658.15	\$ 1,581,665.82	\$ 1,739,832.40	\$ 19,138,156.37	\$ 2,870,723.46	\$ 150,000.00	\$ 22,158,879.83
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.	\$ 12,669,189.65	\$ 1,266,918.97	\$ 1,393,610.86	\$ 15,329,719.48	\$ 2,299,457.92	\$ 150,000.00	\$ 17,779,177.40
333321-1-52-07	CB	Add 2 Lanes (6 to 8) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	\$ 14,154,295.48	\$ 1,415,429.55	\$ 1,556,972.50	\$ 17,126,697.53	\$ 2,569,004.63	\$ 150,000.00	\$ 19,845,702.16
333322-1-52-07	AB	Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	\$ 4,684,888.53	\$ 468,488.85	\$ 618,405.29	\$ 5,771,782.67	\$ 865,767.40	\$ 66,375.50	\$ 6,703,925.57
333323-1-52-07	RK	Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	\$ 2,899,474.10	\$ 434,921.12	\$ 400,127.43	\$ 3,734,522.65	\$ 560,178.40	\$ 50,000.00	\$ 4,344,701.05
333324-1-52-07	CB	Add 300' Exclusive Left Turn Lane	\$ 571,659.35	\$ 85,748.90	\$ 131,481.65	\$ 788,889.90	\$ 118,333.48	\$ 45,361.17	\$ 952,584.55
333325-1-52-07	AB	Add 300' Exclusive Right Turn Lane	\$ 546,987.30	\$ 109,397.46	\$ 131,276.95	\$ 787,661.71	\$ 118,149.26	\$ 45,290.55	\$ 951,101.52

LRE Project No.		Rural Roadway Arterial (Interstate) (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333326-1-52-10	RK	New 4-L Interstate divided median 10' outside, 4' inside paved shoulders	\$ 14,129,683.84	\$ 1,412,968.38	\$ 1,554,265.20	\$ 17,096,917.20	\$ 2,564,537.58	\$ 150,000.00	\$ 19,811,454.78
333328-1-52-07	CB	Add 2 lanes (4 to 6) Interstate no Interchg or Struct., lanes inside 10' out 4' in shoulders	\$ 13,276,043.50	\$ 944,087.23	\$ 1,038,495.95	\$ 15,258,626.68	\$ 1,713,518.32	\$ 139,089.74	\$ 17,111,214.74
333328-2-52-07	AB	Add 2 lanes (6 to 8) Interstate no Interchg or Struct., lanes inside 10' out 4' in shoulders	\$ 13,100,459.08	\$ 1,310,045.91	\$ 1,729,280.80	\$ 16,139,785.57	\$ 2,420,964.84	\$ 157,700.00	\$ 18,718,430.41
333329-1-52-07	RK	Add 2 lanes (4 to 6) Interstate, widen 2 struct to inside, 10' out 4' in shoulders, highmast	\$ 25,377,664.81	\$ 2,537,766.48	\$ 2,791,543.13	\$ 30,706,974.42	\$ 4,606,046.16	\$ 157,700.00	\$ 35,470,720.58
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	\$ 34,903,741.08	\$ 3,490,374.11	\$ 4,807,293.82	\$ 43,001,409.01	\$ 6,450,211.35	\$ 150,000.00	\$ 49,601,620.36
333332-1-52-07	AB	Partial cloverleaf interchange with 2 loop ramps - Mainline over crossroad	\$ 57,881,162.24	\$ 5,788,116.22	\$ 6,366,927.85	\$ 70,036,206.31	\$ 10,505,430.95	\$ 150,000.00	\$ 80,691,637.26
333333-1-52-07	RK	Rural Trumpet Interchange - Ramps over crossroad	\$ 32,800,128.48	\$ 3,280,012.85	\$ 3,588,014.13	\$ 39,446,155.46	\$ 5,916,923.32	\$ 150,000.00	\$ 45,513,078.78
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	CB	New Construction (1-Lane Roadway) 1 - 12' lane	\$ 1,889,991.54	\$ 188,999.15	\$ 207,899.07	\$ 2,286,889.76	\$ 343,033.46	\$ 50,000.00	\$ 2,679,923.22
333335-1-52-07	AB	New Construction (2-Lane Roadway) 2 - 12' lanes	\$ 2,700,058.28	\$ 270,005.83	\$ 356,407.69	\$ 3,326,471.80	\$ 498,970.77	\$ 50,000.00	\$ 3,875,442.57

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	RK	Strain Poles Flashing Beacon Rural 2 - lane undivided	\$ 112,725.00	\$ 11,272.50	\$ 12,399.75	\$ 136,397.25	\$ 20,459.59	\$ 7,842.84	\$ 164,899.68
333342-1-52-07	CB	Strain Poles Flashing Beacon Urban 2 - lane undivided	\$ 103,775.15	\$ 10,377.52	\$ 11,415.27	\$ 125,567.94	\$ 18,835.19	\$ 7,220.16	\$ 151,623.29
333343-1-52-07	AB	Strain Poles Flashing Beacon RURAL 4 - lane divided	\$ 106,575.00	\$ 10,657.50	\$ 14,067.90	\$ 131,300.40	\$ 19,695.06	\$ 7,549.77	\$ 158,545.23
333344-1-52-07	RK	Strain Poles Flashing Beacon Urban 4 - lane undivided	\$ 151,091.40	\$ 15,109.14	\$ 19,944.06	\$ 186,144.60	\$ 27,921.69	\$ 10,703.31	\$ 224,769.60
333347-1-52-07	CB	Mast Arms Signals URBAN 2 - Lane undivided	\$ 454,720.45	\$ 45,472.04	\$ 50,019.25	\$ 550,211.74	\$ 82,531.76	\$ 31,637.18	\$ 664,380.68
333348-1-52-07	AB	Mast Arms Signals URBAN 4 - Lane divided	\$ 800,206.35	\$ 80,020.63	\$ 88,022.70	\$ 968,249.68	\$ 145,237.45	\$ 50,000.00	\$ 1,163,487.13
333349-1-52-07	RK	Mast Arms Signals URBAN 6 - Lane divided	\$ 911,236.55	\$ 91,123.66	\$ 120,283.23	\$ 1,122,643.44	\$ 168,396.52	\$ 50,000.00	\$ 1,341,039.96
333350-1-52-07	CB	Strain Poles Signals Rural 2 - lane undivided	\$ 164,144.00	\$ 36,111.68	\$ 36,046.02	\$ 236,301.70	\$ 35,445.25	\$ 13,567.35	\$ 285,334.30
333351-1-52-07	AB	Strain Poles Signals Rural 4 - lane divided	\$ 288,638.25	\$ 34,636.59	\$ 38,792.98	\$ 362,067.82	\$ 54,310.17	\$ 20,818.90	\$ 437,196.89
333352-1-52-07	RK	Strain Poles Signals Rural 6 - lane divided	\$ 399,078.90	\$ 39,907.89	\$ 52,678.41	\$ 491,665.20	\$ 73,749.78	\$ 28,270.75	\$ 593,685.73
333353-1-52-07	CB	Strain Poles Signals Urban 2 - lane undivided	\$ 205,408.58	\$ 20,540.86	\$ 27,113.93	\$ 253,063.37	\$ 37,959.51	\$ 14,551.14	\$ 305,574.02
333354-1-52-07	AB	Strain Poles Signals Urban 4 - lane divided	\$ 280,343.05	\$ 33,641.17	\$ 37,678.11	\$ 351,662.33	\$ 52,749.35	\$ 20,220.58	\$ 424,632.26
333355-1-52-07	RK	Strain Poles Signals Urban 6 - lane divided	\$ 358,875.35	\$ 35,887.54	\$ 47,371.55	\$ 442,134.44	\$ 66,320.17	\$ 25,422.73	\$ 533,877.34
333356-1-52-07	CB	Mast Arms Signals RURAL 2 - lane undivided	\$ 460,911.20	\$ 46,091.12	\$ 50,700.23	\$ 557,702.55	\$ 83,655.38	\$ 32,067.90	\$ 673,425.83
333357-1-52-07	AB	Mast Arms Signals RURAL 4 - lane divided	\$ 785,795.00	\$ 78,579.50	\$ 103,724.94	\$ 968,099.44	\$ 145,214.92	\$ 50,000.00	\$ 1,163,314.36
333358-1-52-07	RK	Mast Arms Signals RURAL 6 - lane divided	\$ 914,797.60	\$ 91,479.76	\$ 120,753.28	\$ 1,127,030.64	\$ 169,054.80	\$ 50,000.00	\$ 1,346,085.24

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	CB	Sidewalks Per Mile (5' Width - 1 Side)	\$ 395,989.05	\$ 39,598.90	\$ 43,558.86	\$ 479,147.47	\$ 71,872.12	\$ 27,550.98	\$ 578,570.57
333362-1-52-07	AB	Sidewalks Per Mile (5' Width - Both Sides)	\$ 626,800.30	\$ 62,680.03	\$ 68,948.03	\$ 758,428.36	\$ 113,764.25	\$ 43,609.63	\$ 915,802.24
333363-1-52-07	RK	Bike Lane Per Mile (5' Paved Shlders) Both sides	\$ 464,107.49	\$ 46,410.75	\$ 51,051.82	\$ 561,570.06	\$ 84,235.51	\$ 32,290.28	\$ 678,095.85
333364-1-52-07	CB	Multi-Use Trail Per Mile (12' Width - 1 Side) off Roadway	\$ 1,043,940.72	\$ 104,394.07	\$ 114,833.48	\$ 1,263,168.27	\$ 189,475.24	\$ 50,000.00	\$ 1,502,643.51
333365-1-52-07	AB	Pedestrian Activated Signal Per Intersection 4 - way	\$ 53,700.00	\$ 5,370.00	\$ 7,088.40	\$ 66,158.40	\$ 9,923.76	\$ 3,804.11	\$ 79,886.27
333366-1-52-07	RK	Crosswalk per intersection 12" white stripe(Paint / Thermo) 5 - 12' lanes on all quadrants	\$ 5,040.00	\$ 504.00	\$ 665.28	\$ 6,209.28	\$ 931.39	\$ 357.03	\$ 7,497.70
333375-1-52-07	N/A	Pedestrian Overpass with Handicap Ramps per Sq. Ft.				\$ -			\$ -
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	\$ 514,530.00	\$ 51,453.00	\$ 56,598.30	\$ 622,581.30	\$ 93,387.20	\$ 35,798.43	\$ 751,766.93
333371-1-52-07	AB	1 (2.5 Acre Pond Site) complete w/o fencing	\$ 958,100.00	\$ 95,810.00	\$ 105,391.00	\$ 1,159,301.00	\$ 173,895.15	\$ 50,000.00	\$ 1,383,196.15
333372-1-52-07	RK	1 (5.0 Acre Pond Site) complete w/o fencing	\$ 1,688,600.00	\$ 168,860.00	\$ 185,528.00	\$ 2,040,788.00	\$ 306,117.90	\$ 50,000.00	\$ 2,396,903.90

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
2023 Bridge Cost Per Square Foot Models (Bridge History Report/ Current Market Trends)

	New Bridge Construction	Cost Per Square Foot
CB	0 -100 Feet in Length	\$ 425.00
AB	100 - 500 Feet in Length	\$ 400.00
RK	500 - 1,000 Feet in Length	\$ 375.00
CB	1,000+ Feet in Length	\$ 350.00
AB	Pedestrian Overpass (Ramps, Full enclosure)	\$ 1,500.00
	CSX Bridge	\$ 1,800.00
	Phased Construction	Add 30%
	Bridge Construction Over Railroad	Add 25%
	Bridge Construction Over Traffic/Roadway	Add 25%
	Bridge Removal	Cost Per Square Foot
	Bridge Removal of (Existing Bridge)	\$ 65.00
N/A	Phased Construction Bridge Removal of (Existing Bridge)	\$ 300.00
	On Site Diversion Costs	Cost Per Square Foot
	Acrow Bridge	\$ 70.00
	Removal/ Maintenance	50 % of Acrow Total
	Thrie Beam (2 X Length of Acrow)	\$50.00/LF
	Bridge Widening	Cost Per Square Foot
RK	Bridge Widening	\$ 450.00

ALABAMA PROJECT UNIT COSTS

TO BE USED FOR PRELIMINARY COST ESTIMATES ONLY
CHART UPDATED JANUARY 2020 (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	1648	2077	1420	2104	2923	3975	1507		2731	
II	720	983	1385	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



ZONE MAP SHOWING SEPARATION
OF BID PRICES

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 ²
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	\$175 LF
TEMPORARY BARRIER RAIL	\$100 LF
RETAINING WALL	\$80 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	\$100 FT ²
RIVER	\$150 FT ²
CULVERT	\$1,000 YD ³ Concrete
REMOVE OLD BRIDGE	\$75 FT ²
DETOUR (26' WIDE)	\$50 FT ²
RIP RAP	\$30 YD ²
WIDENING	\$150 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

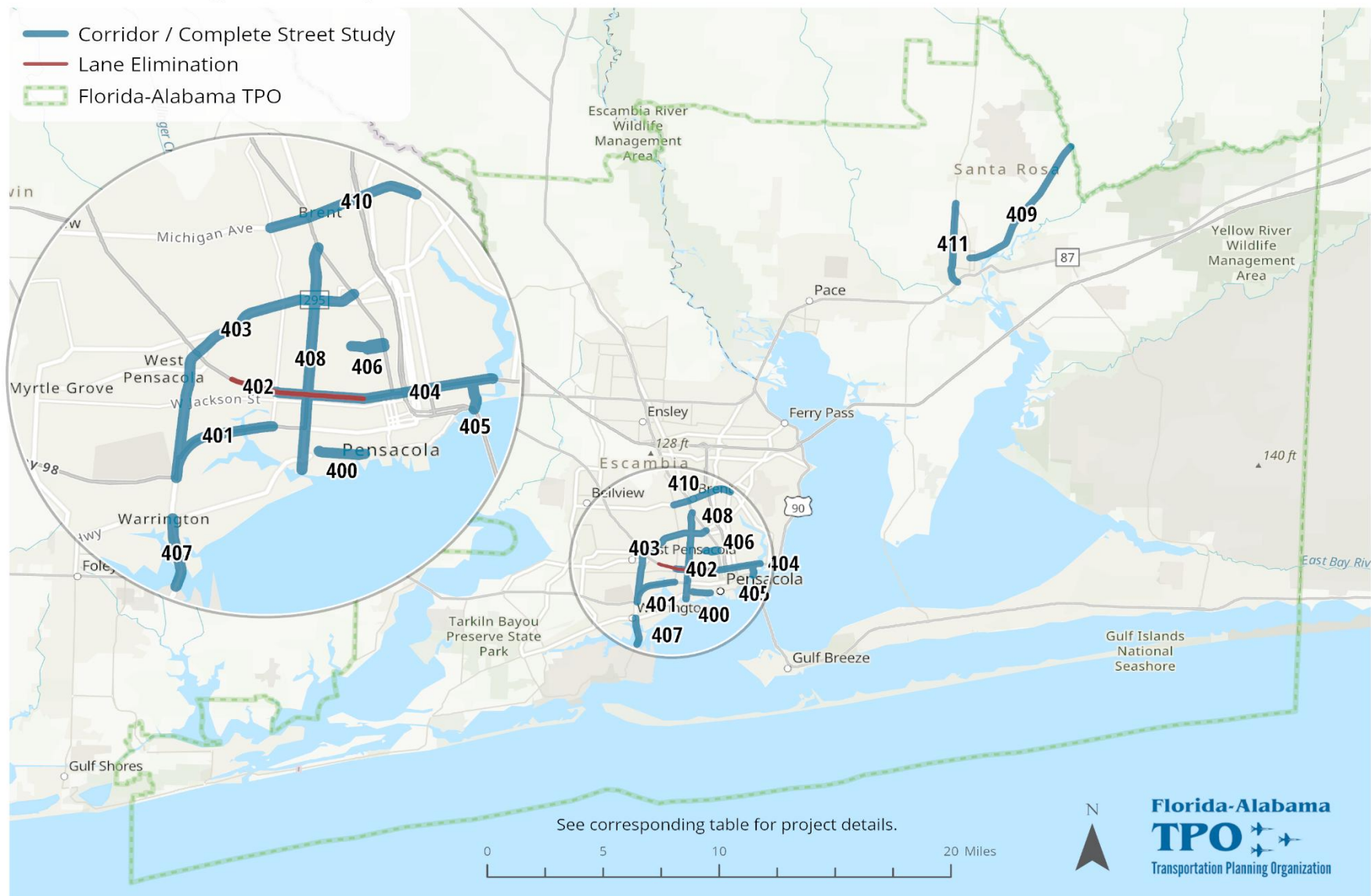
Alabama Department of Transportation Design Bureau Location Section

Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan



FA 2050 LRTP waltoni

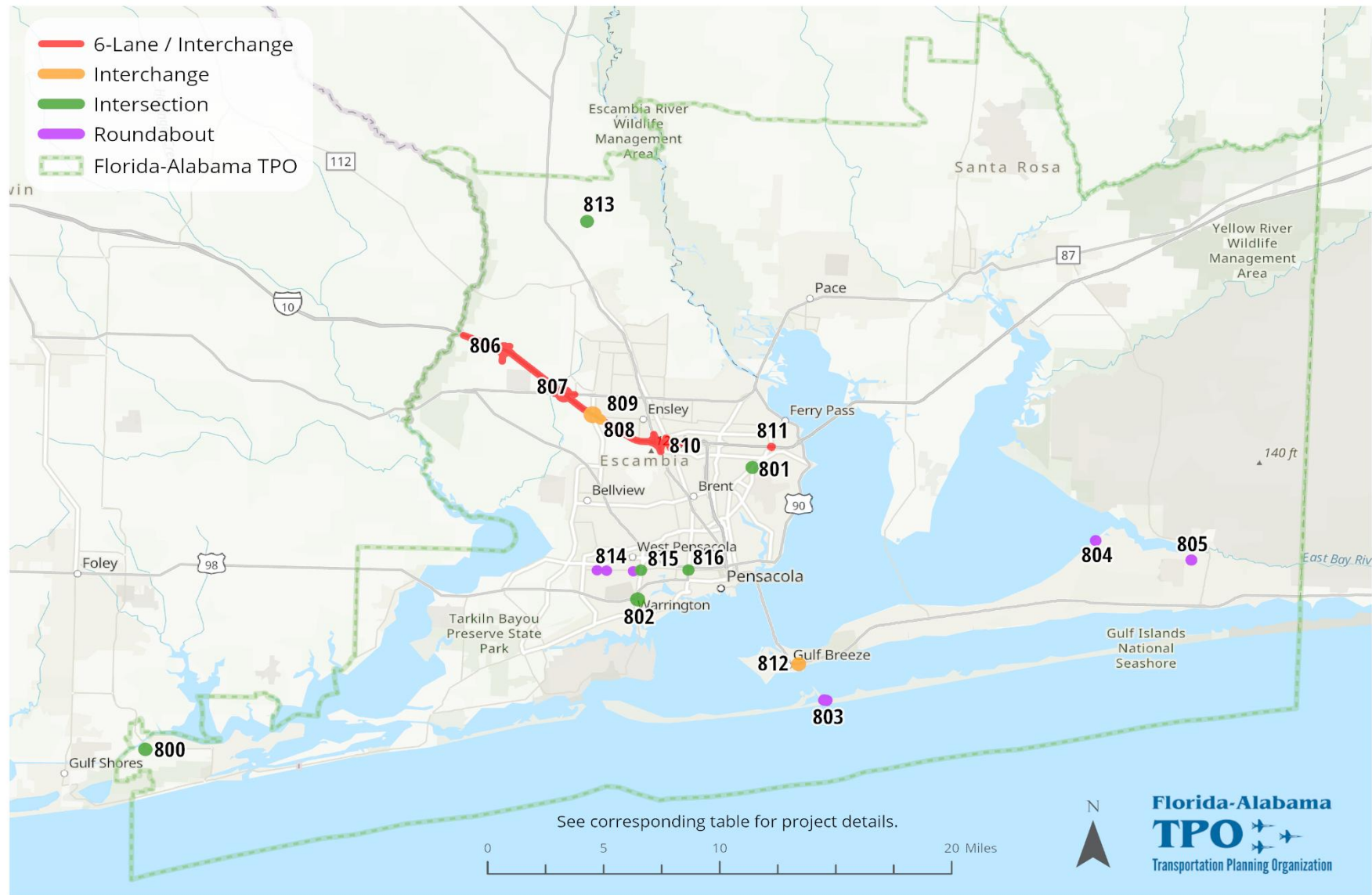
Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Corridor Management Projects



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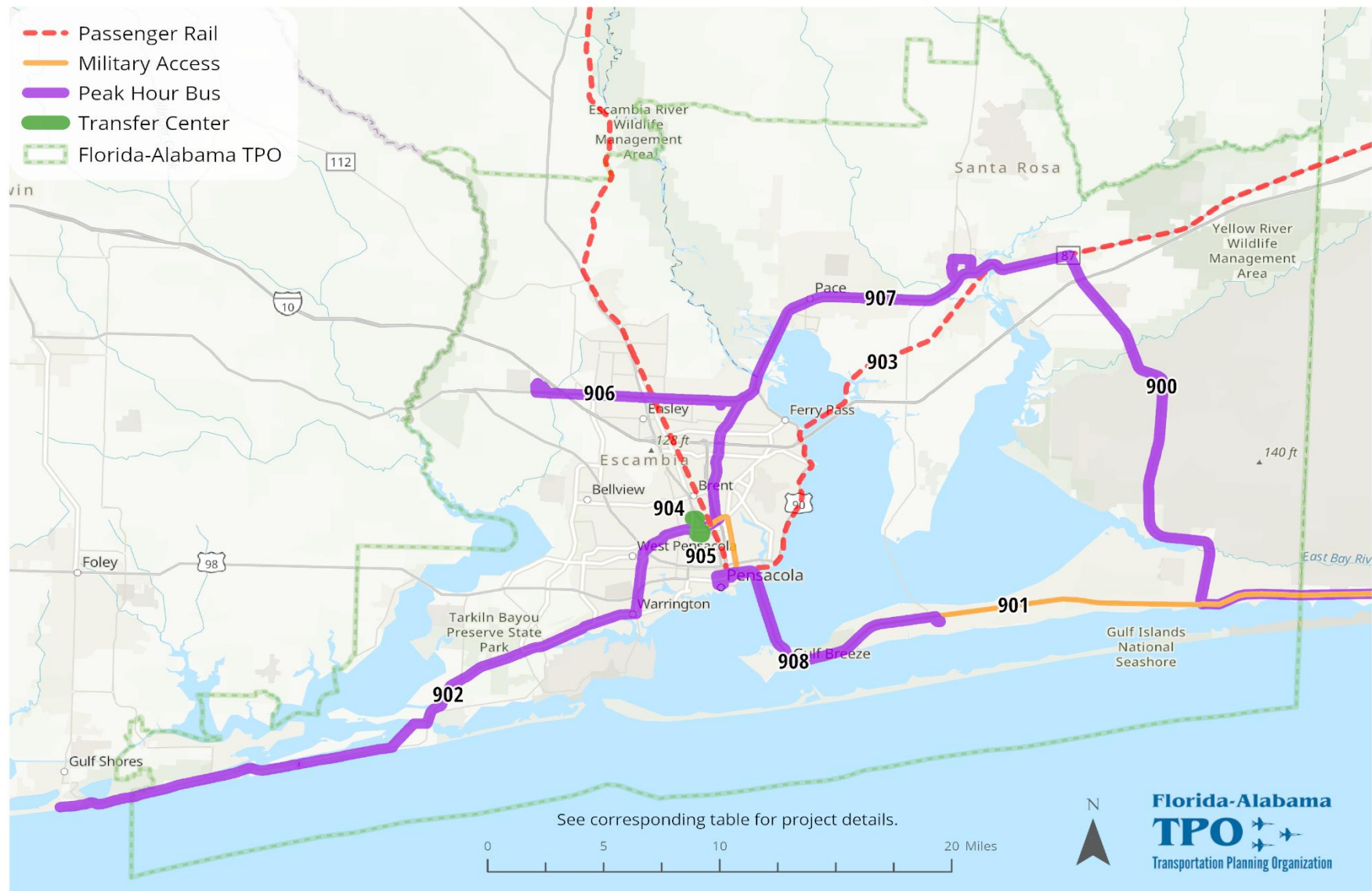
Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Intersection Projects



4/7/2025

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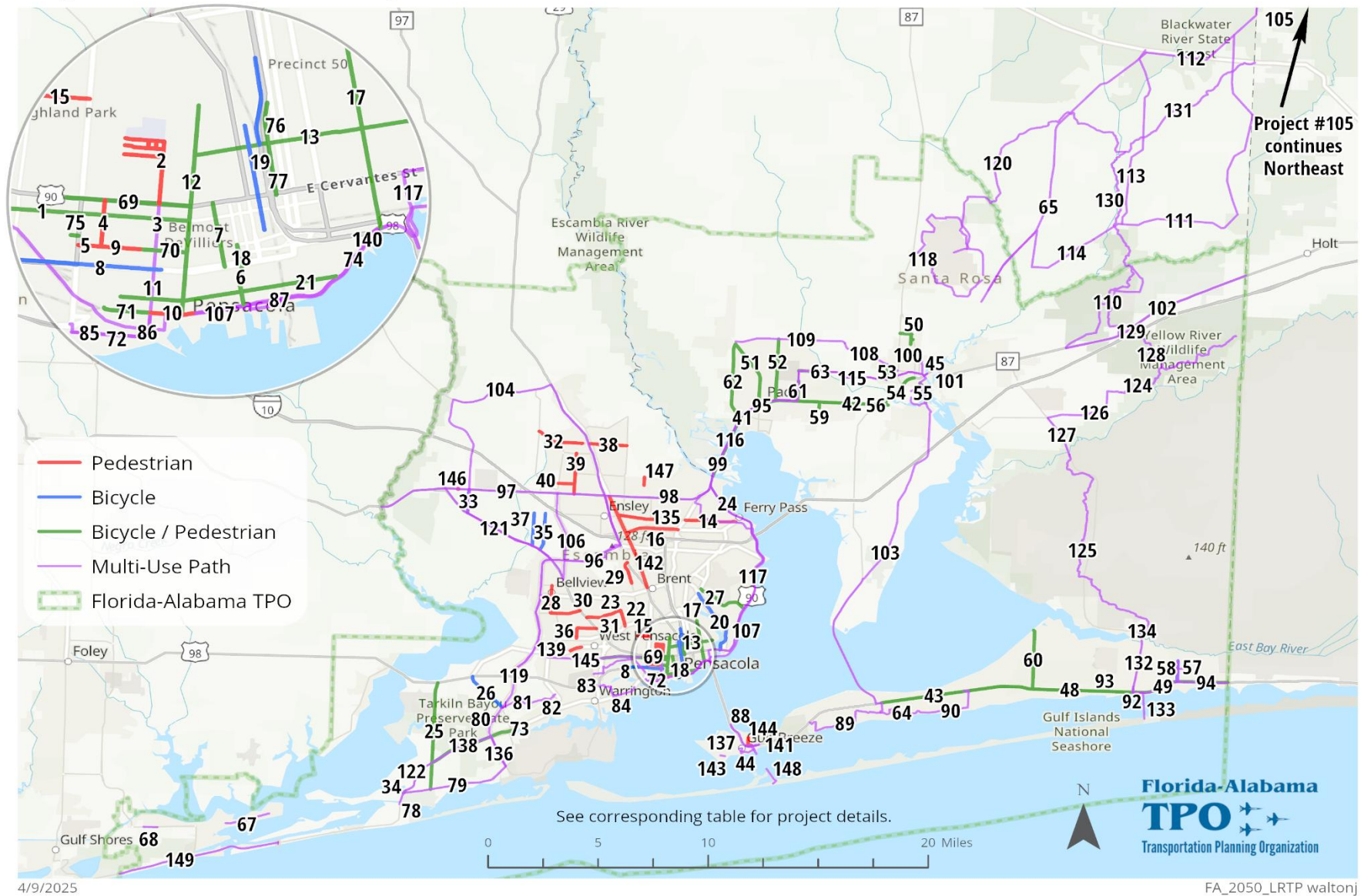
Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Public Transportation Projects



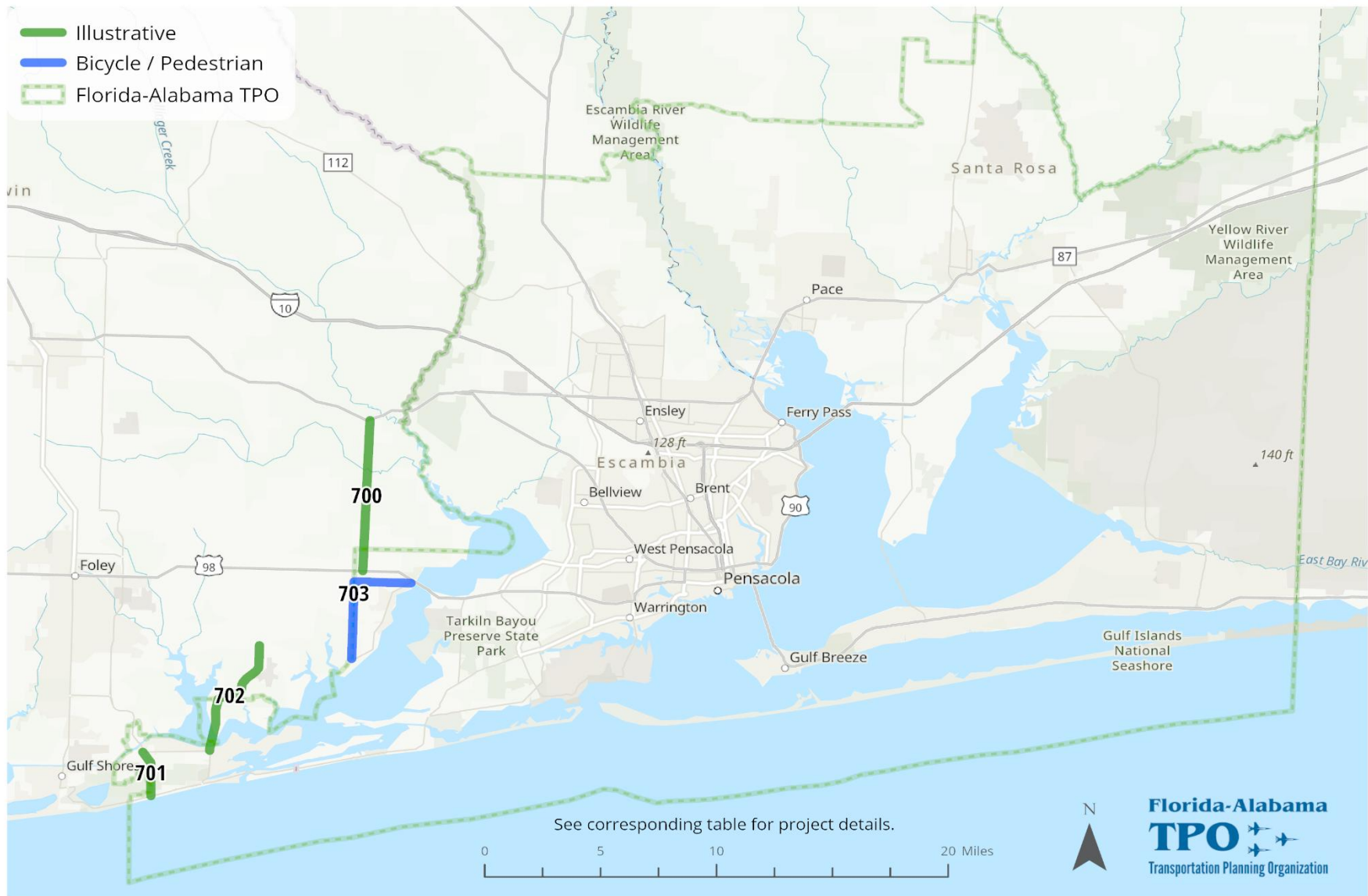
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Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Bicycle/Pedestrian/Trail Projects



Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Illustrative Projects (Beyond 2050)



4/7/2025

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Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
200	Capacity	US 90 - Provide 4 Lanes of Capacity	Browns Landing Rd	Florida / Alabama State Line	Baldwin	1.7	1
201	Capacity	US 98 (AL) - Provide 4 Lanes of Capacity	AL CR 91	Florida / Alabama State Line	Baldwin	3.1	2
203	Capacity	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity [2184291]	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	2	3
204	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] [2186055, 2185192]	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	1.8	4
205	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	US 29 (SR 95)	University Parkway	Escambia	3.3	5
206	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	University Parkway	SR 291 (Davis Highway)	Escambia	1.2	6
207	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	0.5	7
208	Capacity	SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	3.2	8
209	Capacity	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge - Provide 4 Lanes of Capacity and Bridge Replacement	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	0.6	9
210	Capacity	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [4210114, 4210115]	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	5.1	10
211	Capacity	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184933]	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Escambia	5.2	11
212	Capacity	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184932]	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	1.9	12
213	Capacity	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	2.9	13
214	Capacity	SR 727 (N. Fairfield Dr.) - Provide 4 Lanes of Capacity	SR 298 (Lillian Hwy)	US 98	Escambia	1.4	14
215	Capacity	US 29 Connector West Bypass [Segment 2] - Provide 4 Lanes of Capacity [4331132, 4331133]	US 29 (SR 95)	Muscogee Road	Escambia	4.2	15
216	Capacity	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity [4331132, 4331133]	Muscogee Road	I-10 New Interchange	Escambia	2.4	16
217	Capacity	US 90 (Mobile Hwy) - Provide 4 Lanes of Capacity [Beulah Master Plan]	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	2.4	17
218	Capacity	SR 296 (Saufley Field Rd) - Provide 4 Lanes of Capacity and access improvements to NAS Sauflay Field	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	0.5	18
219	Capacity	CR 453 (North W. Street) - Provide 4 Lanes of Capacity	SR 295 (Fairfield Drive)	SR 750 (W. Airport Blvd)	Escambia	1.9	19
220	Capacity	US 98 (SR 30) [No local road name] - Widen to 6 Lanes and Access Improvements to NAS Corry Station at Navy Exchange Rd	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	2.5	20
221	Capacity	US 98 (SR 30) [No local road name] - Provide 6 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	1.5	21
222	Capacity	US 98 (SR 30) [No local road name] - Provide 4 Lanes of Capacity	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	1.9	22
223	Capacity	SR 295 (N. New Warrington Rd) - Provide 6 Lanes of Capacity	US 98	US 90 (Mobile Hwy)	Escambia	1.9	23
224	Capacity	SR 727 (S. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 98	SR 292 (Gulf Beach Hwy)	Escambia	1.6	24
225	Capacity	US 90 (Mobile Hwy) - Provide 6 Lanes of Capacity	SR 295 (New Warrington Rd)	SR 173	Escambia	4.4	25

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
226	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	0.4	26
227	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	3.3	27
228	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	3.3	28
229	Capacity	US 98 (SR 30) (Lillian Hwy) - Provide 4 Lanes of Capacity	Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	3.6	29
230	Capacity	SR 296 (Saufley Field Road) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	1.4	30
231	Capacity	SR 292A (Gulf Beach Highway) at SR 173 - Dedicated truck turn lane / signal for NAS	SR 292A (Gulf Beach Highway)	SR 173 (Blue Angel Parkway)	Escambia	0.5	31
232	Capacity	Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	Weigh station US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	0.5	32
233	Capacity	Greenbrier Blvd Extension - Provide 2 Lanes of Capacity and Road Extension	Chemstrand Road	Campus Drive on University of West Florida (UWF)	Escambia	2.2	33
234	Capacity	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) [2204369]	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	0.5	34
235	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [4331132, 4331133]	Nine Mile Road	I-10 New Interchange	Escambia	1.9	35
236	Capacity	Well Line Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.9	36
237	Capacity	Kingsfield Road - New 2 Lane Facility	CR 97 W	CR 99 (Beulah Road)	Escambia	1.8	37
238	Capacity	Quintette Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.1	38
239	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [2186055, 2185192]	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	4.1	39
240	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	2.2	40
241	Capacity	Muscogee Road Reconstruction - Reconstruction (widening, shoulder improvements)	SR 99 (Beulah Road)	Nowak Road	Escambia	3.3	41
242	Capacity	US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity and Bridge Replacement (FL and AL)	East end of Lillian Bridge	West end of Lillian Bridge	Escam/Bald	1.2	42
243	Capacity	US 29 Connector East Bypass / CR 184 Quintette Rd - Provide 4 Lanes of Capacity and Bridge Replacement	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	ESC/SR	11.3	43
244	Capacity	CR 197A (Bell Lane) - Provide 4 Lanes of Capacity	CR 191B (Sterling Way)	US 90	Santa Rosa	2	44
245	Capacity	Pea Ridge Connector Phase 2 – Provide 4 Lanes of New Capacity	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	3.3	45
246	Capacity	CR 191B (Sterling Way) - Provide 4 Lanes of Capacity	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	1.5	46
247	Capacity	Watkins Street Extension - Improved/New 2 Lane Facility	US 90 (SR 10)	Sterling Way	Santa Rosa	3.1	47
248	Capacity	Navarre Bridge Realignment - Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	1.5	48
249	Capacity	E. Spencer Field Road - Provide 4 Lanes of Capacity	US 90	Hamilton Bridge Road	Santa Rosa	1.5	49
250	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 2) [2204365]	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	1.3	50
251	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 3) [2204366]	Simpson River Bridge	Third Avenue	Santa Rosa	2.2	51
252	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 4) [2204367]	Third Avenue	CR 197A Bell Lane	Santa Rosa	3.7	52

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
253	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 5) [2204368]	CR 197A Bell Lane	Glover Lane	Santa Rosa	3.2	53
254	Capacity	CR 197A (Woodbine Road) - Provide 4 Lanes of Capacity	US 90	Five Points Intersection	Santa Rosa	3.7	54
255	Capacity	Panhandle Trail Drive - Enhanced 2 Lane Facility	US 98	East River Drive	Santa Rosa	1.1	55
256	Capacity	CR 197 (Chumuckla Hwy) and Five Points Intersection - Provide 4 Lanes of Capacity [4219943]	US 90	Five Points Intersection	Santa Rosa	4	56
257	Capacity	CR 197 (Chumuckla Hwy) - Provide 4 Lanes of Capacity	Five Points Intersection	Smyer Drive	Santa Rosa	1	57
258	Capacity	SR 87 - Provide 4 Lanes of Capacity	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	22.2	58
259	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167488]	US 90	CR 191 (Munson Hwy)	Santa Rosa	3.3	59
260	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167489]	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	4.4	60
261	Capacity	US 90 - Provide 6 Lanes of Capacity [4409151]	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	1.3	61
262	Capacity	US 90 (Caroline Street) - Provide 4 Lanes of Capacity [4409152]	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	1.6	62
263	Capacity	US 90 - Provide 4 Lanes of Capacity [4409153]	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	3.1	63
264	Capacity	US 29 RR Crossing - Railroad Overpass	US 29	Muscogee Road	Escambia	0.2	64
265	Capacity	Frank Reeder Road / Devine Farm Road - 4-Lane Capacity	SR 99 (Beulah Road)	CR 97	Escambia	2.5	65
266	Capacity	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration [4531531, 4529311]	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	5	66
267	Capacity	Highway 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5	Escambia / Santa Rosa County Line	SR 87	Santa Rosa	16.4	67
268	Capacity	NAS Whiting Munson Highway Connector MIRR Project 5.6.7	E Gate Rd (CR 87A)	Munson Hwy (CR 191)	Santa Rosa	1.1	68
269	Capacity	Connecting the Collectors - Eglin AFB at Hurlburt Field	Navarre Community Access Road	Hurlburt Field	SR/Okal	5.1	69
270	Capacity	NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity MIRR Project	SR 87	Whiting Field Main Gate	Santa Rosa	1.1	70
271	Capacity	CR 184A (Berryhill Road) - Provide 4-Lane Capacity	Chumuckla Highway	SR 89 (Dogwood Drive)	Santa Rosa	7.9	71
272	Capacity	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd [4410563]	SR 10 (US 90A) West Nine Mile Road	CR 297A	Escambia	0.8	72
273	Capacity	SR 297 [Pine Forest Road] – Provide 4 Lanes of Capacity N. of I-10 [4410562]	Sharon Lane	SR 10 (US 90A) West Nine Mile Road	Escambia	0.96	73
274	Capacity	Navarre Community Access Road - Provide 2 Lanes of New Capacity [4517351, 4369021]	Edgewood Drive	Panhandle Trail / Fox Den Drive / Whispering Pines Rd	Santa Rosa	16.6	74
275	Capacity	CR 297A - 4 Lane Capacity to Correct Deficiency	East of Plymouth Ln	Devine Farm Rd	Escambia	1.7	75
276	Capacity	I-10 New Overpass, Frank Reeder Road to Devine Farm Road -New Overpass (no interstate access)	Frank Reeder Road	Devine Farm Road	Escambia	1	76
277	Capacity	E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park - Provide 4-Lane Capacity	N. Davis Highway	Ely Road at Ellison Industrial Park	Escambia	0.9	77

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
278	Capacity	CR 749 (Chemstrand Road) - Provide 4 Lanes of Capacity	Nine Mile Road	Ten Mile Road	Escambia	1.1	78
279	Capacity	Willard Norris Road - 4 Lane Capacity	SR 89	Pea Ridge Connector	Santa Rosa	3.6	79
280	Capacity	Beulah and Kingsfield Road Reconfiguration – Provide 4-Lane Capacity	I-10	Muscogee Road	Escambia	3.8	80
281	Capacity	I-10 (SR 8) - Provide 6 Lanes of Capacity [SIS project ID 3322] [4379051]	Alabama State Line	US 29 (SR 95)	Escambia	9.6	81
282	Capacity	I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [4130624]	SR 281 (Avalon Blvd)	Okaloosa County Line	Santa Rosa	21.0	82
283	Capacity	I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [4130626]	E of SR 281 (Avalon Blvd)	East of Blackwater River	Santa Rosa	6.3	83
284	Capacity	I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [4130627]	East of Blackwater River	East of SR 87	Santa Rosa	3.8	84
285	Capacity	I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] [4130628]	East of SR 87	Miller Bluff Road	Santa Rosa	5.3	85
286	Capacity	I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] [4130629]	Miller Bluff Road	Okaloosa County Line	Santa Rosa	5.5	86
287	Capacity	US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] [2204268]	East of Pensacola Bay Bridge	East of Bayshore Road	Santa Rosa	4.0	87
288	Capacity	US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) [2204263]	Portside Drive	Bergren Road	Santa Rosa	5.5	88
289	Capacity	US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) [2204264]	Bergren Road	Ramble Bay Lane	Santa Rosa	4.3	89
290	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) [2204266]	Ramble Bay Lane	Ortega Street	Santa Rosa	2.7	90
291	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) [2204265]	Ortega Street	Okaloosa County Line	Santa Rosa	3.5	91
292	Capacity	SR 173 [S. Blue Angel Parkway] - Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate. (MIRR: 5.5.5) [SIS] [MAF]	SR 292 (Gulf Beach Highway) / Sorrento Road	West Gate Entrance	Escambia	1.7	92
293	Capacity	SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] [4210121]	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia	3.7	93
294	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] [4210123]	US 98	SR 297 (Pine Forest Road)	Escambia	4.4	94
295	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210124]	US 98	Kennedy Drive	Escambia	2.3	95
296	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210125]	Kennedy Drive	CR 296 Saufley Field Drive	Escambia	2.0	96
297	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210126]	CR 296 Saufley Field Drive	SR 10 (US 90)	Escambia	2.1	97
298	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210127]	SR 10 (US 90)	SR 297 (Pine Forest Road)	Escambia	0.7	98
299	Capacity	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] [4410562]	Pine Forest Drive	Sharon Lane	Escambia	0.7	99
300	Capacity	SR 87 SIS Incorporation (MIRR 5.6.8) [Future SIS]	Langley St	US 90	Santa Rosa	6.0	100

Capacity Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
301	Capacity	SR 750 [Airport Boulevard] Bridge over Railroad [SIS]	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia	0.1	101
302	Capacity	US 29 (SR 95) - Provide 6 Lanes Capacity to State Line [SIS Unfunded Need 2635]	Nine 1/2 Mile Road	State Line	Escambia	35.0	102
303	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [Beulah Master Plan]	US 90 (Mobile Highway)	US 90A (Nine Mile Road)	Escambia	1.1	103
304	Capacity	Wilde Lake Blvd [Beulah Master Plan]	N Eight Mile Creek Rd	US 297 (Pine Forest Rd)	Escambia	0.5	104
305	Capacity	Klondike Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.6	105
306	Capacity	Eight Mile Creek Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.8	106
307	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100076955, 100076978, 100076979, 100076980]	Beaver Creek Lane	Foley Beach Express	Baldwin	0.8	107
308	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100078233, 100040566, 100040567, 100040568]	AL SR 59	Beaver Creek Lane	Baldwin	2.5	108

Corridor Management Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
400	Corridor Management	W. Main Street Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way [4409041]	Barrancas Avenue	S. Clubbs Street	Escambia	0.8	1
401	Corridor Management	US 98 (SR 30) [W. Navy Blvd] Provide Complete Street Redesign [2186302]	SR 295 (N. Navy Blvd)	Bayou Chico Bridge	Escambia	1.4	2
402	Corridor Management	US 90 (W. Cervantes St) Provide Lane Elimination on US 90	Dominques St	A Street	Escambia	2.3	3
403	Corridor Management	SR 295 (W. Fairfield Dr.) Corridor Management	US 98 (SR 30)	US 29 (N. Palafox St)	Escambia	5.2	4
404	Corridor Management	US 90 (W. Cervantes St, and E. Cervantes St) RAISE Grant Cervantes Street from "W" Street to Bayou Texar Bridge [4553521]	W St.	Bayou Texar Bridge (Dr. Philip A. Payne Bridge)	Escambia	3.7	5
405	Corridor Management	17th Avenue Corridor Management	US 98 / SR 196 (Bayfront Parkway)	US 90 / SR 10A (E. Cervantes)	Escambia	0.5	6
406	Corridor Management	W. Jordan Street Corridor Management / Two-Way Restoration	N. E Street	US 29 (N. Palafox St)	Escambia	0.9	7
407	Corridor Management	SR 295 (Navy Boulevard) Corridor Management Plan Implementation (Plan funded in FY24 and currently underway for south segment)	SR 292 (Gulf Beach Hwy)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	1.2	8
408	Corridor Management	SR 292 (Pace Boulevard) Corridor Management	South of W. McLeod Street	US 29	Escambia	4	9
409	Corridor Management	CR 191 (Munson Highway) Corridor Management with Multi-modal improvements Requested by NAS Whiting Field	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	7	10
410	Corridor Management	SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) Corridor Management	North W Street	SR 289 (Ninth Avenue)	Escambia	2.6	11
411	Corridor Management	SR 89 (Dogwood Drive) Corridor Management	US 90 (Caroline Street)	SR 87 (Stewart Street)	Santa Rosa	3.8	12

Intersection Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length	count
800	Intersection	Provide Major Intersection Reconstruction at Foley Beach Expressway and Canal Road (AL) [AL 100076955]	Foley Beach Express at Canal Road		Baldwin	0.5	1
801	Intersection	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tiffin [2186202]	SR 289 (Ninth Avenue) / Langley / Tiffin		Escambia	1	2
802	Intersection	Provide Intersection Improvement on US 98 at Navy Boulevard	US 98 at SR 295 (Navy Blvd)		Escambia	1	3
803	Intersection	Provide Major Intersection Reconstruction as Roundabout on Via de Luna Drive on Pensacola Beach	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach Access Road	Escambia	0.5	4
804	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Edgewood Drive		Santa Rosa	0.5	5
805	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Andorra Street		Santa Rosa	0.5	6
806	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road [4331131]	Alabama State Line	East of EB Weigh Station	Escambia	3	7
807	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road [4379052]	East of EB Weigh Station	East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Escambia	3	8
808	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road [SIS project 3574] [4379053]	E of SR 10 (US 90A) Nine Mile Road	W of SR 95 (US 29) (includes interchange)	Escambia	3	9
809	Intersection	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp [4379054, 4545071]	I-10 at SR 297 (Pine Forest Road)		Escambia	1	10
810	Intersection	Provide Interchange Reconstruction Phase II [2224761]	I-10 at US 29 (SR 95)		Escambia	5.6	11
811	Intersection	Provide New Interchange on I-10 at Ninth Avenue	I-10 @ SR 289 (Ninth Avenue)		Escambia	0.5	12
812	Intersection	Provide Interchange Reconstruction [2204268]	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass		Santa Rosa	0.5	13
813	Intersection	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A [4553191]	CR 95A		Escambia	5	14
814	Intersection	Reimagine Jackson - Intersection Projects Mini Roundabouts	Multiple Intersections N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Escambia	0.5	15
815	Intersection	Reimagine Jackson - Intersection Realignment / Improvement	New Warrington Rd		Escambia	0.5	16
816	Intersection	Reimagine Jackson - Intersection Project at Pace Blvd	SR 292 Pace Blvd		Escambia	0.5	17

Public Transportation Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
900	Public Transportation	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa / Okaloosa	171.3	1
901	Public Transportation	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	116	2
902	Public Transportation	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	108.9	3
903	Public Transportation	Amtrak Passenger Rail Service (Regional)	Mobile	Pensacola	Regional	241.9	4
904	Public Transportation	New ECAT Transfer Facility	US 29 at Clarinda Lane		Escambia	1	5
905	Public Transportation	Renovate Rosa Parks Transit Center	Fairfield Dr.		Escambia	1	6
906	Public Transportation	Express Bus - Navy Federal	Multiple	Nine Mile Road	Escambia	17.1	7
907	Public Transportation	Express Bus - Milton	Multiple	Milton	Escambia / Santa Rosa	36	8
908	Public Transportation	Express Bus - Santa Rosa Tiger Point Community Center	Pensacola	Tiger Point Community Center	Escambia / Santa Rosa	27.5	9

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
1	Bike / Ped / Trail	Reimagine Jackson Street Continuous Sidewalks	New Warrington Rd (SR 295)	A Street	Escambia	3	1
2	Bike / Ped / Trail	W. Lee St, N. G St, N. F St - West Moreno Sidewalks	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	1.7	2
3	Bike / Ped / Trail	North E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	West Cervantes	Garden St	Escambia	0.6	3
4	Bike / Ped / Trail	North L Street (W Cervantes to Gregory / Legion Field) - Connectivity from W Cervantes to Legion Field Park via L St.	West Cervantes	Gregory Street / Legion Field Park	Escambia	0.4	4
5	Bike / Ped / Trail	W Gregory St - Connectivity to Global Learning via Gregory St	L St	Pace Blvd	Escambia	0.2	5
6	Bike / Ped / Trail	N. Spring St Improvements	Gregory St	Main St (South Segment)	Escambia	0.6	6
7	Bike / Ped / Trail	N. Reus St Improvements	Cervantes St	Garden St	Escambia	0.6	7
8	Bike / Ped / Trail	W Navy Blvd Bicycle Lanes	Bayou Chico Bridge	SR 292 / Barrancas Ave	Escambia	1.7	8
9	Bike / Ped / Trail	Gregory St - Connectivity to Legion Field Park via Gregory St [4499171]	L St	G St	Escambia	0.3	9
10	Bike / Ped / Trail	W. Main St - Connectivity to North "E" St via Main St	E St	Clubbs St	Escambia	0.4	10
11	Bike / Ped / Trail	South E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Garden St	Main Street	Escambia	0.4	11
12	Bike / Ped / Trail	A St - Roadway Rebalance Restriping, Crosswalk / Intersection, Neighborhood Greenway	Maxwell St	Main St	Escambia	1.9	12
13	Bike / Ped / Trail	Blount St Roadway Rebalance, Striping	20th Ave	A St	Escambia	2.1	13
14	Bike / Ped / Trail	Johnson Ave Sidewalks	Davis Hwy	Olive Rd	Escambia	2.3	14
15	Bike / Ped / Trail	Jordan Street Sidewalks	Pace Blvd	W St	Escambia	0.5	15
16	Bike / Ped / Trail	Olive Road West Sidewalks	RR	Existing Sidewalks	Escambia	2	16
17	Bike / Ped / Trail	14th Avenue - Roadway Rebalance/Sharrows	Hayne, Cervantes	Bayfront, Cervantes, Gregory	Escambia	2	17
18	Bike / Ped / Trail	Spring St Rebalance	Gregory St	Main St	Escambia	0.6	18
19	Bike / Ped / Trail	Hayne, Guillemard - Protected Bike Lanes	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	1.8	19
20	Bike / Ped / Trail	Bayou Blvd Protected Bike Lanes	12th Ave	Scenic Hwy	Escambia	3.4	20
21	Bike / Ped / Trail	Government St Roadway Rebalance	Barrancas St	9th Ave	Escambia	1.8	21
22	Bike / Ped / Trail	Hollywood Ave Sidewalks	Fairfield Dr	Massachusetts Ave	Escambia	0.8	22
23	Bike / Ped / Trail	Massachusetts Sidewalks	Mobile Hwy	Hollywood Ave	Escambia	1.6	23
24	Bike / Ped / Trail	Scenic Highway Multi-Use Trail	Baywoods Dr	N Davis Hwy	Escambia	4.1	24
25	Bike / Ped / Trail	Bauer Road Sidewalks and Bike Lanes	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	5.2	25
26	Bike / Ped / Trail	Dog Track Road Bicycle Lanes	Blue Angel Pkwy	US 98/SR 30	Escambia	2.1	26
27	Bike / Ped / Trail	Summit Boulevard –	12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail	Escambia	2.4	27

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
		Road Diet/Rebalance					
28	Bike / Ped / Trail	Muldoon Road Sidewalks	Cerny Rd	Bellview Ave	Escambia	1.3	28
29	Bike / Ped / Trail	W Street Sidewalks	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	1.1	29
30	Bike / Ped / Trail	Cerny Road Sidewalks	Muldoon Rd	Mobile Hwy	Escambia	1.4	30
31	Bike / Ped / Trail	Tonawanda Dr Sidewalks	Mobile Hwy	61st Ave	Escambia	0.8	31
32	Bike / Ped / Trail	Kingsfield Road Sidewalks	297A	Tate Road 61	Escambia	2.1	32
33	Bike / Ped / Trail	Beulah Road Bicycle Lanes	Mobile Highway	9 Mile Road	Escambia	1.2	33
34	Bike / Ped / Trail	Sorrento Road Shoulders/Bicycle Lanes	Innerarity Point Rd	Segura Dr	Escambia	0.1	34
35	Bike / Ped / Trail	8 Mile Creek Rd Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.8	35
36	Bike / Ped / Trail	61st Avenue Sidewalks	Tonawanda Dr	Fairfield Dr	Escambia	0.5	36
37	Bike / Ped / Trail	Klondike Road Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.6	37
38	Bike / Ped / Trail	E. Kingsfield Rd Sidewalks	95A	Chemstrand Rd	Escambia	1.7	38
39	Bike / Ped / Trail	Stefani Road Sidewalks	Nine Mile Rd	W Roberts Rd	Escambia	2.0	39
40	Bike / Ped / Trail	Nine and 1/2 Mile Rd - Sidewalks	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	0.7	40
41	Bike / Ped / Trail	US 90 Shared Use Path	Escambia County Line	Bell Lane	Santa Rosa	7.2	41
42	Bike / Ped / Trail	US 90 Shared Use Path	Bell Ln	Glover Ln	Santa Rosa	3.2	42
43	Bike / Ped / Trail	US 98 Shared Use Path	Portside Dr	Bergren Rd	Santa Rosa	5.5	43
44	Bike / Ped / Trail	Soundview Trail Walking Path	Shoreline Drive / US 98	Bob Sikes Bridge / Gulf Islands National Seashore	Santa Rosa	1.1	44
45	Bike / Ped / Trail	Munson Hwy, Broad, Willing Pine - Milton Multimodal Connector	Milton	Bagdad Mill Site Park and Village	Santa Rosa	1.6	45
48	Bike / Ped / Trail	US 98 Shared Use Path	Bergren Rd	Ramble Way	Santa Rosa	4.3	46
49	Bike / Ped / Trail	US 98 Shared Use Path	Ramble Way	Okaloosa County Line	Santa Rosa	6.1	47
50	Bike / Ped / Trail	Byrom. King, Rosasco St - King Middle School Connection	multiple	Multiple	Santa Rosa	1.1	48
51	Bike / Ped / Trail	Chumuckla Highway Shared Use Path	US 90	Five Points	Santa Rosa	3.4	49
52	Bike / Ped / Trail	W Spencer Field Rd Shared Use Path	Berryhill Rd	US 90	Santa Rosa	3.1	50
53	Bike / Ped / Trail	Glover Lane Sidewalks	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	0.5	51
54	Bike / Ped / Trail	US 90 Shared Use Path	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	1.3	52
55	Bike / Ped / Trail	Henry Street Sidewalks	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	1.1	53
56	Bike / Ped / Trail	Old Bagdad Hwy - Parkmore Plaza Sidewalks	Avalon Blvd	County Optimist Park	Santa Rosa	0.9	54
57	Bike / Ped / Trail	Panhandle Trail - Shoreline Park South Nature Trail Shared Use Path	multiple	Multiple	Santa Rosa	1.3	55

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
58	Bike / Ped / Trail	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	1.1	56
59	Bike / Ped / Trail	Pace Lane - Skipper to US 90 Sidewalks	Skipper Lane	US 90	Santa Rosa	0.3	57
60	Bike / Ped / Trail	Edgewood Drive Shared Use Path	US 98	East Bay Blvd	Santa Rosa	2.9	58
61	Bike / Ped / Trail	East Spencer Field Rd Shared Use Path	Norris Rd	US 90	Santa Rosa	0.9	59
62	Bike / Ped / Trail	Woodbine Rd Shared Use Path	US 90	Five Points	Santa Rosa	3.7	60
63	Bike / Ped / Trail	Hamilton Bridge Road Shared Use Path	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	1.1	61
64	Bike / Ped / Trail	Godwin Trail Connector Shared Use Path	Soundside Dr	Madura Rd	Santa Rosa	0.2	62
65	Bike / Ped / Trail	Munson Highway Shared Use Path	East Gate Road	SR 4	Santa Rosa	15.0	63
67	Bike / Ped / Trail	Canal Road Shared Use Path	Wilson Boulevard	Bay La Launch Avenue	Baldwin	2.1	64
68	Bike / Ped / Trail	AL SR 180 (Canal Road) Shared Use Path	Wharf Parkway East	Spinnaker Way	Baldwin	0.6	65
69	Bike / Ped / Trail	W. Cervantes Corridor Improvement: Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	A St	Q Street	Escambia	1.1	66
70	Bike / Ped / Trail	W. Gregory Street Shared Use Path	A Street	L Street	Escambia	0.7	67
71	Bike / Ped / Trail	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP] [4409041]	Barrancas Ave	Clubbs St	Escambia	0.8	68
72	Bike / Ped / Trail	W. Main St - Downtown Pensacola Waterfront Connector Trail Phase 2 (Connects with Phase 1 FPID 4534762)	South Pace Blvd	Tarragona Street	Escambia	2.2	69
73	Bike / Ped / Trail	SR 292 (Sorrento Road) Shared Use Path	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	70
74	Bike / Ped / Trail	SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] [4534761]	S. Alcaniz Street	N. 14th Avenue	Escambia	1.0	71
75	Bike / Ped / Trail	Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP] [4499171]	Multiple	Multiple	Escambia	0.9	72
76	Bike / Ped / Trail	N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] [4517241]	E. Blount Street	E. Jordan Street	Escambia	0.5	73
77	Bike / Ped / Trail	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] [4517242]	E. Cervantes Street	E. Blount Street	Escambia	0.5	74
78	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 1 Perdido Key Drive	River Road	Gulf Beach Hwy	Escambia	0.6	75
79	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 2 Gulf Beach Highway	Perdido Key Drive	Blue Angel Pkwy	Escambia	4.9	76
80	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 3 Blue Angel Parkway	Gulf Beach Hwy	Dog Track Rd	Escambia	3.2	77

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
81	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 4 Off Road	Dog Track Rd	Jones Swamp	Escambia	1.7	78
82	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 5 Jones Swamp	Previous Segment	Fairfield Dr	Escambia	1.3	79
83	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 6 Old Corry Field Rd / Lexington Terrace	Jones Swamp	Moreno Ct	Escambia	0.9	80
84	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 7 Kincaid St / Barrancas Ave	Moreno Ct	Weis Ln	Escambia	1.5	81
85	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 8 Barrancas Ave / Main St	Pace Blvd	I St	Escambia	1.5	82
86	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 9 Main St	I St	A St	Escambia	0.7	83
87	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 10 A St / Govt St / Alcaniz St	Main St	Bayfront Pkwy	Escambia	1.1	84
88	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy [4554132]	Bridge	Gulf Islands National Seashore	Santa Rosa	1.9	85
89	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 2 Multiple Roads	Gulf Breeze Pkwy	Godwin Trail Connector	Santa Rosa	4.4	86
90	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 3 Multiple Roads	Godwin Trail Connector	E Bay Blvd	Santa Rosa	5.6	87
92	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 6 US 98 Navarre Parkway	Highway 87	Navarre Beach Causeway	Santa Rosa	0.4	88
93	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 5 SR 87	Montalban St	Navarre Pkwy	Santa Rosa	0.3	89
94	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 7 US 98 Navarre Parkway	Navarre Beach Causeway	Santa Rosa County Line	Santa Rosa	3.9	90
95	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (North) (SUNTrail)	Escambia / Santa Rosa County Line	Milton	Santa Rosa	14.1	91
96	Bike / Ped / Trail	Escambia Bike Trail Corridor (South) [not SUNTrail]	US 98 / SR 173 Blue Angel Parkway	US 90	Escambia	13.6	92
97	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 1 Cantonment to Bellview Recreational	Escambia County Line	US 29 Pensacola Blvd	Escambia	10.4	93
98	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 2 Escambia Bike Trail	US 29 Pensacola Blvd	Scenic Hwy	Escambia	5.1	94
99	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 1 Milton to Pensacola Scenic Bluffs	Scenic Hwy	Blackwater Heritage State Trail	Santa Rosa	13.4	95
100	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 2 Milton to Long Leaf Trail	Blackwater Heritage State Trail	Old River Rd	Santa Rosa	0.6	96
101	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 3 Milton to Long Leaf Trail	Lundy Ln	Old Spanish Trl	Santa Rosa	0.1	97
102	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 4 US 90	9433 US Highway 90	County Line	Santa Rosa	9.1	98
103	Bike / Ped / Trail	Garcon Trail to Bagdad Corridor (SUNTrail)	Blackwater Heritage Trail	Great NW Coastal Trail	Santa Rosa	20.1	99

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
104	Bike / Ped / Trail	Cantonment to Bellview Loop (North)	US 90	US 90	Escambia	16.9	100
105	Bike / Ped / Trail	Blackwater River State Forest Trail (SUNTrail)	Munson Highway	Munson Highway	Santa Rosa	14.1	101
106	Bike / Ped / Trail	Cantonment to Bellview Loop (South)	US 90	US 90	Escambia	9.9	102
107	Bike / Ped / Trail	Bluffline	Langley Avenue (Scenic Heights)	Jackson Lakes (West Pensacola)	Escambia	19.1	103
108	Bike / Ped / Trail	Berryhill Road Shared-Use Path	Anderson Lane	Dogwood Drive (SR 89)	Santa Rosa	2.9	104
109	Bike / Ped / Trail	Berryhill Road (CR 184A) Shared-Use Path	Anderson Lane	Chumuckla Highway	Santa Rosa	5.1	105
110	Bike / Ped / Trail	Milton to Longleaf Corridor	US 90	US 90	Santa Rosa	12.2	106
111	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 4 Hurricane Lake Road	Hurricane Lake Road	Indian Ford Road	Santa Rosa	15.2	107
112	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 3 Dirt Road to SR 4	SR 4	Okaloosa County Line	Santa Rosa	6.7	108
113	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 2 Dirt Road to SR 4	Dirt Road	SR 4	Santa Rosa	10.6	109
114	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 1 Heritage Trail to Dirt Road	Heritage Trail	Dirt Road	Santa Rosa	8.7	110
115	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Blackwater Heritage Trail	US 90 (Caroline St)	Santa Rosa	7.1	111
116	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	US 90 (Caroline St)	Davis Hwy / Scenic Hwy	Santa Rosa	6.5	112
117	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Davis Hwy / Scenic Hwy	Pensacola Bay Bridge	Escambia	11.3	113
118	Bike / Ped / Trail	Whiting Field to Blackwater State Forest Trail Corridor	Milford Rd	SR 87A (E Gate Rd)	Santa Rosa	13.2	114
119	Bike / Ped / Trail	Escambia Bike Trail Corridor	US 90 (W Nine Mile Rd)	SR 297 (Dog Track Rd)	Escambia	14.4	115
120	Bike / Ped / Trail	Blackwater State Forest Connector Trail Corridor	Red Rock Rd / FNST Corridor	SR 87A (Langley St)	Santa Rosa	15.0	116
121	Bike / Ped / Trail	Cantonment to Bellview Recreational Corridor	US 90 (9 Mile Rd)	SR 173 (N Blue Angel Parkway)	Escambia	6.1	117
122	Bike / Ped / Trail	Escambia County SW Greenway Corridor	SR 297	SR 173 (S Blue Angel Pkwy)	Escambia	5.1	118
124	Bike / Ped / Trail	FNST Corridor - Yellow River Ravines	Garner Landing Rd	Santa Gertrudas Dr	Santa Rosa	7.9	119
125	Bike / Ped / Trail	FNST Corridor - Eglin West	Yellow River Boat Launch	Nelda Rd	Santa Rosa	13.4	120
126	Bike / Ped / Trail	FNST Corridor - Yellow River	Santa Gertrudas Dr	SR 87	Santa Rosa	4.3	121
127	Bike / Ped / Trail	FNST Corridor - SR 87	SR 184	Yellow River Boat Launch	Santa Rosa	2.2	122
128	Bike / Ped / Trail	FNST Corridor - Blackwater River Side Trail	Miller Bluff Rd	Florida National Scenic Trail	Santa Rosa	2.8	123
129	Bike / Ped / Trail	FNST Corridor - Miller Bluff Rd	Goodrange Dr	Dirt Trail	Santa Rosa	0.3	124
130	Bike / Ped / Trail	FNST Corridor - Juniper Creek Trail	Red Rock Rd	Deaton Bridge Rd	Santa Rosa	7.7	125
131	Bike / Ped / Trail	FNST Corridor	County Line Rd / SR 4 / County Line	Red Rock Rd	Santa Rosa	8.4	126

Bicycle / Pedestrian / Trail Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
132	Bike / Ped / Trail	FNST Corridor - SR 87	River Rd	Navarre Beach Causeway	Santa Rosa	3.4	127
133	Bike / Ped / Trail	FNST Corridor - Navarre Causeway	US 98	Navarre Beach Boat Ramp Circle	Santa Rosa	1.3	128
134	Bike / Ped / Trail	FNST Corridor - River Rd	Nelda Rd	SR 87	Santa Rosa	0.4	129
135	Bike / Ped / Trail	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] [4466631]	West of Chemstrand Road	Cody Lane / Johnson Avenue	Escambia	1.7	130
136	Bike / Ped / Trail	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] [4536051]	CR 292A Gulf Beach Hwy	SR 292 Sorrento Road	Escambia	1.6	131
137	Bike / Ped / Trail	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 [4515721]	McClure Dr	Commercial District and East Side of the City	Santa Rosa	0.1	132
138	Bike / Ped / Trail	SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway) (MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] [4508142]	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	133
139	Bike / Ped / Trail	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] [4552511]	North 65th Ave	North 57th Ave	Escambia	0.5	134
140	Bike / Ped / Trail	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] [4534761]	Tarragona St	14th Avenue	Escambia	1.2	135
141	Bike / Ped / Trail	Soundview SUNTrail [FY-AL TPO FY26-30 TIP] [4554131, 4554132]	Shoreline Drive / US 98	Bob Sikes Bridge	Santa Rosa	2.3	136
142	Bike / Ped / Trail	N. Palafox Complete Streets Sidewalks [4554131, 4554132]	US 29 Pensacola Blvd	Nine Mile Road	Escambia	4.8	137
143	Bike / Ped / Trail	Williamsburg Multi-Use Trail	Multiple	Multiple	Santa Rosa	0.2	138
144	Bike / Ped / Trail	McClure and Andrew Jackson Sidewalk	multiple	Multiple	Santa Rosa	0.6	139
145	Bike / Ped / Trail	Reimagine Jackson - 12 ft Shared Use Path	Fairfield Dr (SR 727)	T Street	Escambia	4.2	140
146	Bike / Ped / Trail	Nine Mile Rd Pedestrian Overpass	Rebel Rd	Beulah Middle School	Escambia	0.1	141
147	Bike / Ped / Trail	Guidy Lane Sidewalk	Greenbrier Blvd	Candlestick Dr	Escambia	0.4	142
148	Bike / Ped / Trail	Pensacola Beach Shared Use Path	Toll Booth	Ft. Pickens Rd	Escambia	1.0	143
149	Bike / Ped / Trail	AL SR 182 Shared Use Path	TPO Boundary	AL/FL State Line	Baldwin	7.4	144
150	Bike / Ped / Trail	AL SR 182 (Perdido Beach Blvd) Pedestrian and Bicycle Safety Upgrades [FY-AL TPO FY26-30 TIP] [100079735]	Orange Beach City Limits	MP 13.75	Baldwin	3.9	145
151	Bike / Ped / Trail	E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] [4552411]	N. Hayne St	N. 12th Ave	Escambia	0.6	146

Seven-Layer Cake Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
600	ECRC 7-Layer Cake	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7] [FY25-29 TIP] TPO Non-SIS Priority #1 [4515241]	Multiple	Multiple	Escambia	0.4	1
601	ECRC 7-Layer Cake	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7] [FY25-29 TIP] [4125452]	Multiple	Multiple	Escambia	0.4	2
602	ECRC 7-Layer Cake	Regional Transportation Management Center (RTMC) [MIRR 5.7.7] [FY25-29 TIP] [4515241]	Multiple	Multiple	Escambia	0.4	3
603	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-1, Rank 29	US 90 (W Cervantes St)	US 29 (SR 95)	Escambia	2.6	4
604	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-2, Rank 49	US 98 (SR 30)	SR 295 (W Fairfield Dr)	Escambia	2.2	5
605	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-3, Rank 195	SR 295 (E Fairfield Dr)	US 90 (9 Mile Rd)	Escambia	6.1	6
606	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-4, Rank 186	US 29 (SR 95) N Palafox	N 12th Ave	Escambia	2.7	7
607	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73	Diamond Diary Rd	Garden St	Escambia	6.7	8
608	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-6, Rank 55	Millview Rd	Fairview Dr	Escambia	3.3	9
609	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	Hyde Park Rd	Massachusetts Ave	Escambia	8.3	10
610	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-8, Rank 150	US 29 (SR 95)	US 29 (SR 95)	Escambia	10.5	11
611	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32	Hwy 297A	Chemstrand Rd	Escambia	4.4	12
612	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-10, Rank 54	SR 727	CR 453 (W St)	Escambia	4.0	13
613	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-11, Rank 34	SR 292	US 98 (SR 30)	Escambia	3.3	14
614	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88	Dog Track Rd (CR 297)	Lemhurst Rd	Escambia	5.8	15
615	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84	Bayfront Pkwy	Fairfield Dr	Escambia	3.1	16
616	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236	US 90 / SR 10A / Mobile	Escambia Santa Rosa County Line	Escambia	13.8	17
617	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-15, Rank 269	N W St	N 12th Ave / Tippin Ave	Escambia	3.7	18
618	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-16, Rank 225	N End Bayou Grande	48080016 NB On	Escambia	5.2	19
619	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-17, Rank 2	US 90 (SR 10A)	W Fairfield Dr	Escambia	1.7	20
620	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-18, Rank 33	SR 173	Marlane Dr	Escambia	1.5	21
621	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-19, Rank 46	US 90	US 29 (SR 95)	Escambia	3.1	22
622	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-20, Rank 221	SR 297 (Pine Forest Rd)	US 29 (SR 95/ N Palafox St)	Escambia	3.0	23

Seven-Layer Cake Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
623	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-21, Rank 41	Klondike Rd	Pensacola Fairgrounds	Escambia	2.6	24
624	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-22, Rank 45	E Wright St	E Fairfield Dr	Escambia	2.3	25
625	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-23, Rank 175	SR 291 (N Davis Hwy)	US 90A (SR 10 E Nine Mile Rd)	Escambia	1.5	26
626	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-24, Rank 37	E Blount St	SR 196 (E Main St)	Escambia	1.4	27
627	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-25, Rank 170	Lillian Hwy	US 90 (SR 10A Mobile Hwy)	Escambia	2.9	28
628	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106	Pace Ln	SR 87 (Stewart St)	Santa Rosa	4.8	29
629	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	SR 87	Santa Rosa Okaloosa County Line	Santa Rosa	4.4	30
630	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-3, Rank 86	US 90 (SR 10)	Chumuckla Hwy	Santa Rosa	3.7	31
631	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40	Farrington Rd	US 90 (SR 10)	Santa Rosa	4.1	32
632	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 1	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	33
633	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 2	SR 297 / Pine Forest Rd	SR 297 / Pine Forest Rd	Escambia	0.9	34
634	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 3	US 90 / SR 10A / Mobile Hwy	US 90 / SR 10A / Mobile Hwy	Escambia	0.9	35
635	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 4	SR 173 / S Blue Angel Pkwy	SR 173 / S Blue Angel Pkwy	Escambia	0.9	36
636	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 5	US 29 / SR 95	US 29 / SR 95	Escambia	0.9	37
637	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 6	SR 295 / W Fairfield Dr	SR 295 / W Fairfield Dr	Escambia	0.9	38
638	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 7	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	39
639	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 8	US 29 / SR 95 / Pensacola Blvd	US 29 / SR 95 / Pensacola Blvd	Escambia	0.9	40
640	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 9	SR 296 / W Michigan Ave	SR 296 / W Michigan Ave	Escambia	0.9	41
641	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 10	US 90 / SR 10A / E Cervantes St	US 90 / SR 10A / E Cervantes St	Escambia	0.9	42
642	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 1	SR 87	SR 87	Santa Rosa	0.9	43
643	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 2	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	44
644	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 3	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	45
645	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 4	US 90 / SR 10 / SR 87	US 90 / SR 10 / SR 87	Santa Rosa	0.9	46
646	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 5	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	47

Seven-Layer Cake Projects 2050 Needs Plan							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	count
647	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	48
648	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	49
649	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 8	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	50
650	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9	SR 87	SR 87	Santa Rosa	0.9	51
651	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 10	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	52
652	ECRC 7-Layer Cake	USDOT Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant [4564131]	Multiple	Multiple	Escambia	4.5	53
653	ECRC 7-Layer Cake	ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7] [FY26-30 TIP] [4177362]	Multiple	Multiple	Escambia / Santa Rosa	56.0	54
654	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7] [FY26-30 TIP] [4515242]	Multiple	Multiple	Escambia	5.0	55
655	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7] [FY26-30 TIP] [4515243]	Multiple	Multiple	Santa Rosa	16.3	56
656	ECRC 7-Layer Cake	EV Charging Station at Fricker Community Center [Smart Regions Master Plan]	F Street	F Street	Escambia	1.0	57
657	ECRC 7-Layer Cake	EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan]	SR 291 (N. Davis Highway)	SR 291 (N. Davis Highway)	Escambia	1.0	58
658	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [4280586]	Multiple	Multiple	Escambia / Santa Rosa	32.6	59

Illustrative Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	Project count
700	Illustrative	US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	7	1
701	Illustrative	AL Cross Island Connector (Foley Beach Ext.) Provide 4 Lanes of Capacity, New Roadway	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	2.1	2
702	Illustrative	AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	5.9	3
703	Illustrative	Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)	CR 91 to CR 99 (Lillian Loop)	Baldwin	6	4

APPENDIX G – 2050 NEEDS PLAN COSTS

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
200	Capacity	US 90 - Provide 4 Lanes of Capacity	Browns Landing Rd	FL / AL State Line	Baldwin	1.7	\$2,500,000	\$2,805,000	\$637,500	\$3,825,000	\$4,250,000	\$637,500	\$12,155,000	1
201	Capacity	US 98 (AL) - Provide 4 Lanes of Capacity	AL CR 91	FL / AL State Line	Baldwin	3.1	\$2,500,000	\$5,115,000	\$1,162,500	\$6,975,000	\$7,750,000	\$1,162,500	\$22,165,000	2
203	Capacity	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity [2184291]	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	2	\$15,816,658	complete	\$3,163,332	complete	\$31,633,316	\$4,744,997	\$39,541,645	3
204	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] [2186055, 2185192]	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	1.8	\$12,669,190	\$1,140,227	\$2,280,454	\$21,664,314	\$22,804,541	\$3,420,681	\$51,310,218	4
205	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	US 29 (SR 95)	University Parkway	Escambia	3.3	\$12,669,190	\$1,045,208	\$8,361,665	\$39,717,910	\$41,808,326	\$6,271,249	\$97,204,358	5
206	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	University Parkway	SR 291 (Davis Highway)	Escambia	1.2	\$12,669,190	\$760,151	\$3,040,606	\$14,442,876	\$15,203,028	\$2,280,454	\$35,727,115	6
207	Capacity	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	0.5	\$12,669,190	\$316,730	\$1,266,919	\$6,017,865	\$6,334,595	\$950,189	\$14,886,298	7
208	Capacity	SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	3.2	\$12,669,190	\$4,921,128	\$19,684,514	\$93,501,441	\$98,422,569	\$14,763,385	\$231,293,037	8
209	Capacity	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge - Provide 4 Lanes of Capacity and Bridge Replacement	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	0.6	\$15,816,658	\$3,368,558	\$13,474,231	\$64,002,599	\$67,371,157	\$10,105,674	\$158,322,219	9
210	Capacity	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [4210114, 4210115]	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	5.1	\$15,816,658	complete	\$9,900,000	\$105,000,000	\$159,500,000	\$19,300,000	\$293,700,000	10
211	Capacity	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184933]	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Escambia	5.2	\$15,816,658	complete	\$3,600,000	\$23,600,000	\$35,800,000	\$5,400,000	\$68,400,000	11
212	Capacity	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184932]	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	1.9	\$15,816,658	complete	\$2,600,000	\$21,100,000	\$26,200,000	\$4,000,000	\$53,900,000	12
213	Capacity	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	2.9	\$15,816,658	\$1,146,708	\$2,293,415	\$43,574,893	\$45,868,309	\$6,880,246	\$99,763,571	13

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
214	Capacity	SR 727 (N. Fairfield Dr.) - Provide 4 Lanes of Capacity	SR 298 (Lillian Hwy)	US 98	Escambia	1.4	\$15,816,658	\$1,107,166	\$4,428,664	\$21,036,155	\$22,143,321	\$3,321,498	\$52,036,805	14
215	Capacity	US 29 Connector West Bypass [Segment 2] - Provide 4 Lanes of Capacity [4331132, 4331133]	US 29 (SR 95)	Muscogee Road	Escambia	4.2	\$11,779,942	\$1,236,894	\$9,895,151	\$47,001,967	\$49,475,755	\$7,421,363	\$115,031,129	15
216	Capacity	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity [4331132, 4331133]	Muscogee Road	I-10 New Interchange	Escambia	2.4	\$11,779,942	\$1,413,593	\$2,827,186	\$26,858,267	\$28,271,860	\$4,240,779	\$63,611,684	16
217	Capacity	US 90 (Mobile Hwy) - Provide 4 Lanes of Capacity [Beulah Master Plan]	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	2.4	\$15,816,658	\$1,897,999	\$7,591,996	\$36,061,981	\$37,959,980	\$5,693,997	\$89,205,952	17
218	Capacity	SR 296 (Saufley Field Rd) - Provide 4 Lanes of Capacity and access improvements to NAS Saufley Field	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	0.5	\$15,816,658	\$790,833	\$1,581,666	\$7,512,913	\$7,908,329	\$1,186,249	\$18,979,990	18
219	Capacity	CR 453 (North W. Street) - Provide 4 Lanes of Capacity	SR 295 (Fairfield Drive)	SR 750 (W. Airport Blvd)	Escambia	1.9	\$15,816,658	\$3,005,165	\$6,010,330	\$28,549,068	\$30,051,650	\$4,507,748	\$72,123,961	19
220	Capacity	US 98 (SR 30) [No local road name] - Widen to 6 Lanes and Access Improvements to NAS Corry Station at Navy Exchange Rd	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	2.5	\$12,669,190	\$791,824	\$6,334,595	\$30,089,325	\$31,672,974	\$4,750,946	\$73,639,665	20
221	Capacity	US 98 (SR 30) [No local road name] - Provide 6 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	1.5	\$12,669,190	\$950,189	\$3,800,757	\$18,053,595	\$19,003,784	\$2,850,568	\$44,658,894	21
222	Capacity	US 98 (SR 30) [No local road name] - Provide 4 Lanes of Capacity	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	1.9	\$15,816,658	\$751,291	\$6,010,330	\$28,549,068	\$30,051,650	\$4,507,748	\$69,870,087	22
223	Capacity	SR 295 (N. New Warrington Rd) - Provide 6 Lanes of Capacity	US 98	US 90 (Mobile Hwy)	Escambia	1.9	\$12,669,190	\$601,787	\$4,814,292	\$22,867,887	\$24,071,460	\$3,610,719	\$55,966,145	23
224	Capacity	SR 727 (S. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 98	SR 292 (Gulf Beach Hwy)	Escambia	1.6	\$15,816,658	\$632,666	\$5,061,331	\$24,041,320	\$25,306,653	\$3,795,998	\$58,837,968	24
225	Capacity	US 90 (Mobile Hwy) - Provide 6 Lanes of Capacity	SR 295 (New Warrington Rd)	SR 173	Escambia	4.4	\$12,669,190	\$1,393,611	\$11,148,887	\$52,957,213	\$55,744,434	\$8,361,665	\$129,605,810	25

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
226	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	0.4	\$15,816,658	\$158,167	\$1,265,333	\$6,010,330	\$6,326,663	\$948,999	\$14,709,492	26
227	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	3.3	\$15,816,658	\$1,304,874	\$10,438,994	\$49,585,223	\$52,194,972	\$7,829,246	\$121,353,310	27
228	Capacity	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	3.3	\$15,816,658	\$1,304,874	\$10,438,994	\$49,585,223	\$52,194,972	\$7,829,246	\$121,353,310	28
229	Capacity	US 98 (SR 30) (Lillian Hwy) - Provide 4 Lanes of Capacity	Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	3.6	\$15,816,658	\$1,423,499	\$11,387,994	\$54,092,971	\$56,939,969	\$8,540,995	\$132,385,429	29
230	Capacity	SR 296 (Saufley Field Road) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	1.4	\$15,816,658	\$553,583	\$4,428,664	\$21,036,155	\$22,143,321	\$3,321,498	\$51,483,222	30
231	Capacity	SR 292A (Gulf Beach Highway) at SR 173 - Dedicated truck turn lane / signal for NAS	SR 292A (Gulf Beach Highway)	SR 173 (Blue Angel Parkway)	Escambia	0.5	\$4,684,889	\$468,489	\$468,489	\$2,225,322	\$2,342,444	\$351,367	\$5,856,111	31
232	Capacity	Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	Weigh station US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	0.5	\$4,684,889	\$234,244	\$468,489	\$2,225,322	\$2,342,444	\$351,367	\$5,621,866	32
233	Capacity	Greenbrier Blvd Extension - Provide 2 Lanes of Capacity and Road Extension	Chemstrand Road	Campus Drive on University of West Florida (UWF)	Escambia	2.2	\$8,746,299	\$962,093	\$3,848,371	\$18,279,764	\$19,241,857	\$2,886,279	\$45,218,364	33
234	Capacity	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) [2204369]	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	0.5	\$12,669,190	complete	\$1,870,000	\$8,582,800	\$41,673,345	\$6,417,695	\$58,543,840	34
235	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [4331132, 4331133]	Nine Mile Road	I-10 New Interchange	Escambia	1.9	\$15,816,658	\$1,502,583	\$3,005,165	\$28,549,068	\$30,051,650	\$4,507,748	\$67,616,214	35
236	Capacity	Well Line Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.9	\$11,673,228	\$677,047	\$6,770,472	\$32,159,743	\$33,852,361	\$5,077,854	\$78,537,477	36
237	Capacity	Kingsfield Road - New 2 Lane Facility	CR 97 W	CR 99 (Beulah Road)	Escambia	1.8	\$11,673,228	\$525,295	\$4,202,362	\$19,961,220	\$21,011,810	\$3,151,772	\$48,852,458	37
238	Capacity	Quintette Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.1	\$11,673,228	\$612,844	\$4,902,756	\$23,288,090	\$24,513,778	\$3,677,067	\$56,994,535	38

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
239	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [2186055, 2185192]	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	4.1	\$12,669,190	\$2,597,184	\$5,194,368	\$49,346,494	\$51,943,678	\$7,791,552	\$116,873,275	39
240	Capacity	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	2.2	\$12,669,190	\$696,805	\$5,574,443	\$26,478,606	\$27,872,217	\$4,180,833	\$64,802,905	40
241	Capacity	Muscogee Road Reconstruction - Reconstruction (widening, shoulder improvements)	SR 99 (Beulah Road)	Nowak Road	Escambia	3.3	\$675,205	\$222,818	\$445,635	\$2,116,766	\$2,228,175	\$334,226	\$5,347,620	41
242	Capacity	US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity and Bridge Replacement (FL and AL)	East end of Lillian Bridge	West end of Lillian Bridge	Escam/Bald	1.2	\$15,816,658	\$1,897,999	\$3,795,998	\$18,030,990	\$18,979,990	\$2,846,998	\$45,551,975	42
243	Capacity	US 29 Connector East Bypass / CR 184 Quintette Rd - Provide 4 Lanes of Capacity and Bridge Replacement	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	ESC/SR	11.3	\$11,827,409	\$2,004,746	\$26,729,944	\$126,967,233	\$133,649,719	\$20,047,458	\$309,399,099	43
244	Capacity	CR 197A (Bell Lane) - Provide 4 Lanes of Capacity	CR 191B (Sterling Way)	US 90	Santa Rosa	2	\$11,827,409	\$709,645	\$4,730,964	\$22,472,077	\$23,654,818	\$3,548,223	\$55,115,725	44
245	Capacity	Pea Ridge Connector Phase 2 - Provide 4 Lanes of New Capacity	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	3.3	\$11,779,942	\$777,476	\$7,774,761	\$36,930,117	\$38,873,807	\$5,831,071	\$90,187,233	45
246	Capacity	CR 191B (Sterling Way) - Provide 4 Lanes of Capacity	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	1.5	\$11,827,409	\$354,822	\$3,548,223	\$16,854,057	\$17,741,113	\$2,661,167	\$41,159,382	46
247	Capacity	Watkins Street Extension - Improved/New 2 Lane Facility	US 90 (SR 10)	Sterling Way	Santa Rosa	3.1	\$8,746,299	\$542,271	\$5,422,705	\$25,757,849	\$27,113,526	\$4,067,029	\$62,903,380	47
248	Capacity	Navarre Bridge Realignment - Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	1.5	\$18,235,368	\$6,820,592	\$45,470,610	\$215,985,400	\$227,353,052	\$34,102,958	\$529,732,612	48
249	Capacity	E. Spencer Field Road - Provide 4 Lanes of Capacity	US 90	Hamilton Bridge Road	Santa Rosa	1.5	\$15,816,658	\$1,186,249	\$4,744,997	\$22,538,738	\$23,724,987	\$3,558,748	\$55,753,720	49
250	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 2) [2204365]	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	1.3	\$12,669,190	complete	\$7,700,000	\$775,000	\$148,579,608	\$22,881,260	\$179,935,868	50
251	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 3) [2204366]	Simpson River Bridge	Third Avenue	Santa Rosa	2.2	\$12,669,190	complete	\$3,520,000	\$1,508,200	\$63,480,909	\$9,776,060	\$78,285,169	51

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
252	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 4) [2204367]	Third Avenue	CR 197A Bell Lane	Santa Rosa	3.7	\$12,669,190	complete	\$5,500,000	\$54,032,700	\$129,525,546	\$19,946,934	\$209,005,180	52
253	Capacity	US 90 - Provide 6 Lanes of Capacity (Segment 5) [2204368]	CR 197A Bell Lane	Glover Lane	Santa Rosa	3.2	\$12,669,190	complete	in-house	\$29,650,400	\$139,888,768	\$21,542,871	\$191,082,039	53
254	Capacity	CR 197A (Woodbine Road) - Provide 4 Lanes of Capacity	US 90	Five Points Intersection	Santa Rosa	3.7	\$15,816,658	\$2,926,082	\$11,704,327	\$55,595,553	\$58,521,635	\$8,778,245	\$137,525,843	54
255	Capacity	Panhandle Trail Drive - Enhanced 2 Lane Facility	US 98	East River Drive	Santa Rosa	1.1	\$4,684,889	\$257,669	\$1,030,675	\$4,895,709	\$5,153,377	\$773,007	\$12,110,437	55
256	Capacity	CR 197 (Chumuckla Hwy) and Five Points Intersection - Provide 4 Lanes of Capacity [4219943]	US 90	Five Points Intersection	Santa Rosa	4	\$15,816,658	\$1,581,666	\$12,653,327	\$60,103,301	\$63,266,633	\$9,489,995	\$147,094,921	56
257	Capacity	CR 197 (Chumuckla Hwy) - Provide 4 Lanes of Capacity	Five Points Intersection	Smyer Drive	Santa Rosa	1	\$15,816,658	\$790,833	\$3,163,332	\$15,025,825	\$15,816,658	\$2,372,499	\$37,169,147	57
258	Capacity	SR 87 - Provide 4 Lanes of Capacity	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	22.2	\$11,827,409	\$2,625,685	\$52,513,695	\$249,440,051	\$262,568,474	\$39,385,271	\$606,533,176	58
259	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167488]	US 90	CR 191 (Munson Hwy)	Santa Rosa	3.3	\$11,779,942	complete	underway	\$19,436,904	\$38,873,807	\$5,831,071	\$64,141,782	59
260	Capacity	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167489]	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	4.4	\$11,779,942	complete	underway	\$25,915,871	\$51,831,743	\$7,774,761	\$85,522,376	60
261	Capacity	US 90 - Provide 6 Lanes of Capacity [4409151]	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	1.3	\$12,669,190	complete	\$3,293,989	\$15,646,449	\$16,469,947	\$2,470,492	\$37,880,877	61
262	Capacity	US 90 (Caroline Street) - Provide 4 Lanes of Capacity [4409152]	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	1.6	\$15,816,658	complete	underway	\$37,500,000	\$65,500,000	\$8,000,000	\$111,000,000	62
263	Capacity	US 90 - Provide 4 Lanes of Capacity [4409153]	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	3.1	\$15,816,658	complete	underway	\$46,580,058	\$49,031,640	\$7,354,746	\$102,966,445	63
264	Capacity	US 29 RR Crossing - Railroad Overpass	US 29	Muscogee Road	Escambia	0.2	\$675,205	\$253,376	\$2,027,008	\$9,628,289	\$10,135,041	\$1,520,256	\$23,563,970	64

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
265	Capacity	Frank Reeder Road / Devine Farm Road - 4-Lane Capacity	SR 99 (Beulah Road)	CR 97	Escambia	2.5	\$15,816,658	\$790,833	\$7,908,329	\$35,587,481	\$39,541,645	\$5,931,247	\$89,759,535	65
266	Capacity	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration [4531531, 4529311]	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	5	\$675,205	complete	\$1,375,945	\$0	\$6,879,725	\$1,031,959	\$9,287,629	66
267	Capacity	Highway 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5	Escambia / Santa Rosa County Line	SR 87	Santa Rosa	16.4	see individual US 90 segments							
268	Capacity	NAS Whiting Munson Highway Connector MIRR Project 5.6.7	E Gate Rd (CR 87A)	Munson Hwy (CR 191)	Santa Rosa	1.1	\$8,746,299	\$962,093	\$1,924,186	\$2,405,232	\$9,620,928	\$1,443,139	\$16,355,578	68
269	Capacity	Connecting the Collectors - Eglin AFB at Hurlburt Field	Navarre Community Access Road	Hurlburt Field	SR/Okal	5.1	\$11,779,942	\$1,201,554	\$12,015,540	\$30,038,851	\$60,077,702	\$9,011,655	\$112,345,303	69
270	Capacity	NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity MIRR Project	SR 87	Whiting Field Main Gate	Santa Rosa	1.1	\$11,827,409	\$650,507	\$2,602,030	\$6,505,075	\$13,010,150	\$1,951,522	\$24,719,284	70
271	Capacity	CR 184A (Berryhill Road) - Provide 4-Lane Capacity	Chumuckla Highway	SR 89 (Dogwood Drive)	Santa Rosa	7.9	\$15,816,658	\$1,249,516	\$24,990,320	\$112,456,439	\$124,951,599	\$18,742,740	\$282,390,615	71
272	Capacity	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd [4410563]	SR 10 (US 90A) West Nine Mile Road	CR 297A	Escambia	0.8	Using D3 project costs	complete	underway	included in 4410563	\$10,400,000	\$1,615,000	\$12,015,000	72
273	Capacity	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10 [4410562]	Sharon Lane	SR 10 (US 90A) West Nine Mile Road	Escambia	0.96	Using D3 project costs	complete	underway	\$112,926,000	\$33,400,000	\$4,141,000	\$150,467,000	73
274	Capacity	Navarre Community Access Road - Provide 2 Lanes of New Capacity [4517351, 4369021]	Edgewood Drive	Panhandle Trail / Fox Den Drive / Whispering Pines Rd	Santa Rosa	16.6	\$11,673,228	underway	\$9,688,779	\$48,443,895	\$96,887,791	\$14,533,169	\$169,553,634	74
275	Capacity	CR 297A - 4 Lane Capacity to Correct Deficiency	East of Plymouth Ln	Devine Farm Rd	Escambia	1.7	\$15,816,658	\$672,208	\$5,377,664	\$24,199,487	\$26,888,319	\$4,033,248	\$61,170,925	75
276	Capacity	I-10 New Overpass, Frank Reeder Road to Devine Farm	Frank Reeder Road	Devine Farm Road	Escambia	1	\$10,000,000	\$500,000	\$2,000,000	\$9,000,000	\$10,000,000	\$1,500,000	\$23,000,000	76

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
		Road -New Overpass (no interstate access)												
277	Capacity	E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park - Provide 4-Lane Capacity	N. Davis Highway	Ely Road at Ellison Industrial Park	Escambia	0.9	\$15,816,658	\$711,750	\$2,846,998	\$12,811,493	\$14,234,992	\$2,135,249	\$32,740,482	77
278	Capacity	CR 749 (Chemstrand Road) - Provide 4 Lanes of Capacity	Nine Mile Road	Ten Mile Road	Escambia	1.1	\$15,816,658	\$869,916	\$3,479,665	\$15,658,492	\$17,398,324	\$2,609,749	\$40,016,145	78
279	Capacity	Willard Norris Road - 4 Lane Capacity	SR 89	Pea Ridge Connector	Santa Rosa	3.6	\$15,816,658	\$1,423,499	\$11,387,994	\$51,245,972	\$56,939,969	\$8,540,995	\$129,538,430	79
280	Capacity	Beulah and Kingsfield Road Reconfiguration - Provide 4-Lane Capacity	I-10	Muscogee Road	Escambia	3.8	\$11,779,942	\$1,119,094	\$8,952,756	\$40,287,400	\$44,763,778	\$6,714,567	\$101,837,595	80
281	Capacity	I-10 (SR 8) - Provide 6 Lanes of Capacity [SIS project ID 3322] [4379051]	Alabama State Line	US 29 (SR 95)	Escambia	9.6	\$13,276,044	complete	Underway	see segments	see segments	see segments	see segments	81
282	Capacity	I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [4130624]	SR 281 (Avalon Blvd)	Okaloosa County Line	Santa Rosa	21.0	see segments	\$3,100,000	see segments	see segments	see segments	see segments	\$3,100,000	82
283	Capacity	I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [4130626]	E of SR 281 (Avalon Blvd)	East of Blackwater River	Santa Rosa	6.3	\$13,276,044	complete	\$6,900,000	\$2,100,000	\$368,275,000	\$39,600,000	\$416,875,000	83
284	Capacity	I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [4130627]	East of Blackwater River	East of SR 87	Santa Rosa	3.8	\$13,276,044	complete	\$4,300,000	\$3,000,000	\$178,254,000	\$15,500,000	\$201,054,000	84
285	Capacity	I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] [4130628]	East of SR 87	Miller Bluff Road	Santa Rosa	5.3	\$13,276,044	complete	\$5,000,000	\$2,600,000	\$75,331,000	\$8,000,000	\$90,931,000	85
286	Capacity	I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] [4130629]	Miller Bluff Road	Okaloosa County Line	Santa Rosa	5.5	\$13,276,044	complete	\$5,000,000	\$6,900,000	\$80,300,000	\$9,700,000	\$101,900,000	86
287	Capacity	US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] [2204268]	East of Pensacola Bay Bridge	East of Bayshore Road	Santa Rosa	4.0	\$14,154,295	\$2,100,000	\$3,500,000	\$51,097,909	\$56,775,454	\$8,516,318	\$121,989,681	87
288	Capacity	US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) [2204263]	Portside Drive	Bergren Road	Santa Rosa	5.5	\$12,669,190	\$3,462,551	\$4,950,000	\$11,000,000	\$69,251,021	\$10,387,653	\$99,051,225	88

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
289	Capacity	US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) [2204264]	Bergren Road	Ramble Bay Lane	Santa Rosa	4.3	\$12,669,190	\$2,747,401	\$4,400,000	\$54,398,549	\$54,948,029	\$8,242,204	\$124,736,183	89
290	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) [2204266]	Ramble Bay Lane	Ortega Street	Santa Rosa	2.7	\$12,669,190	\$1,694,841	\$13,750,000	\$33,557,853	\$33,896,821	\$5,084,523	\$87,984,038	90
291	Capacity	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) [2204265]	Ortega Street	Okaloosa County Line	Santa Rosa	3.5	\$12,669,190	\$2,189,059	\$60,000	\$43,343,367	\$43,781,179	\$6,567,177	\$95,940,782	91
292	Capacity	SR 173 [S. Blue Angel Parkway] - Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate. (MIRR: 5.5.5) [SIS] [MAF]	SR 292 (Gulf Beach Highway) / Sorrento Road	West Gate Entrance	Escambia	1.7	\$3,050,059	\$520,436	\$1,040,872	\$2,602,181	\$5,204,361	\$780,654	\$10,148,504	92
293	Capacity	SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] [4210121]	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia	3.7	\$11,827,409	complete	complete	\$15,157,600	\$151,576,000	\$22,736,400	\$189,470,000	93
294	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] [4210123]	US 98	SR 297 (Pine Forest Road)	Escambia	4.4	\$11,827,409	\$2,100,000	see segments	see segments	see segments	see segments	\$2,100,000	94
295	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210124]	US 98	Kennedy Drive	Escambia	2.3	\$11,827,409	underway	\$3,100,000	\$3,700,000	\$69,800,000	\$8,500,000	\$85,100,000	95
296	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210125]	Kennedy Drive	CR 296 Sauflay Field Drive	Escambia	2.0	\$11,827,409	underway	\$3,500,000	\$31,500,000	\$59,200,000	\$7,200,000	\$101,400,000	96
297	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210126]	CR 296 Sauflay Field Drive	SR 10 (US 90)	Escambia	2.1	\$11,827,409	underway	\$3,500,000	\$35,700,000	\$67,900,000	\$8,200,000	\$115,300,000	97
298	Capacity	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210127]	SR 10 (US 90)	SR 297 (Pine Forest Road)	Escambia	0.7	\$11,827,409	underway	\$2,800,000	\$23,600,000	\$29,700,000	\$3,600,000	\$59,700,000	98

Capacity Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
299	Capacity	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] [4410562]	Pine Forest Drive	Sharon Lane	Escambia	0.7	\$12,669,190	\$874,174	\$1,748,348	\$7,867,567	\$8,741,741	\$1,311,261	\$20,543,091	99
300	Capacity	SR 87 SIS Incorporation (MIRR 5.6.8) [Future SIS]	Langley St	US 90	Santa Rosa	6.0	\$1,393,223	\$839,385	\$1,678,770	\$1,678,770	\$8,393,852	\$1,259,078	\$13,849,856	100
301	Capacity	SR 750 [Airport Boulevard] Bridge over Railroad [SIS]	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia	0.1	\$58,116,229	\$700,000	\$1,400,000	\$6,300,000	\$7,000,000	\$1,050,000	\$16,450,000	101
302	Capacity	US 29 (SR 95) - Provide 6 Lanes Capacity to State Line [SIS Unfunded Need 2635]	Nine 1/2 Mile Road	State Line	Escambia	35.0	\$9,599,784	\$3,362,461	\$67,249,213	\$168,123,033	\$336,246,067	\$50,436,910	\$625,417,684	102
303	Capacity	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [Beulah Master Plan]	US 90 (Mobile Highway)	US 90A (Nine Mile Road)	Escambia	1.1	\$15,816,658	\$869,916	\$3,479,665	\$8,699,162	\$17,398,324	\$2,609,749	\$33,056,816	103
304	Capacity	Wilde Lake Blvd [Beulah Master Plan]	N Eight Mile Creek Rd	US 297 (Pine Forest Rd)	Escambia	0.5	\$1,355,454	\$16,943	\$135,545	\$338,863	\$677,727	\$101,659	\$1,270,738	104
305	Capacity	Klondike Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.6	\$1,355,454	\$54,218	\$433,745	\$1,084,363	\$2,168,726	\$325,309	\$4,066,361	105
306	Capacity	Eight Mile Creek Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.8	\$1,355,454	\$60,995	\$487,963	\$1,219,908	\$2,439,817	\$365,972	\$4,574,656	106
307	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100076955, 100076978, 100076979, 100076980]	Beaver Creek Lane	Foley Beach Express	Baldwin	0.8	\$2,500,000	\$255,025	underway	\$212,100	\$3,060,300	\$459,045	\$3,986,470	107
308	Capacity	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100078233, 100040566, 100040567, 100040568]	AL SR 59	Beaver Creek Lane	Baldwin	2.5	\$2,500,000	\$1,440,000	\$1,700,000	\$4,400,000	\$13,750,000	\$2,062,500	\$23,352,500	108
Subtotal FL													\$10,076,961,145	
Subtotal AL													\$61,658,970	
Total													\$10,138,620,115	

Corridor Management Projects 2050 Needs Plan														
Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	Corridor Study	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
400	Corridor Mgmt.	W. Main Street Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path [4409041]	Barrancas Avenue	S. Clubbs Street	Escambia	0.8	\$626,800	\$0	\$0	\$0	\$2,500,000 [Funded FY 27]	\$0	\$2,500,000	1
401	Corridor Mgmt.	US 98 (SR 30) [W. Navy Blvd] Provide Complete Street Redesign [2186302]	SR 295 (N. Navy Blvd)	Bayou Chico Bridge	Escambia	1.4	\$1,355,453	complete	\$1,000,000	\$0	\$22,100,000	\$500,000	\$23,600,000	2
402	Corridor Mgmt.	US 90 (W. Cervantes St) Provide Lane Elimination on US 90	Dominques St	A Street	Escambia	2.3	\$1,355,453	\$623,509	\$1,558,772	\$0	\$3,117,543	\$467,632	\$5,767,455	3
403	Corridor Mgmt.	SR 295 (W. Fairfield Dr.) Corridor Management	US 98 (SR 30)	US 29 (N. Palafox St)	Escambia	5.2	\$1,355,453	\$150,000	\$0	\$0	\$0	\$0	\$150,000	4
404	Corridor Mgmt.	US 90 (W. Cervantes St, and E. Cervantes St) RAISE Grant Cervantes Street from “W” Street to Bayou Texar Bridge [4553521]	W St.	Bayou Texar Bridge (Dr. Philip A. Payne Bridge)	Escambia	3.7	\$1,355,453	\$4,872,791*	\$0	\$0	\$5,015,178	\$752,277	\$9,887,969	5
405	Corridor Mgmt.	17th Avenue Corridor Management	US 98 / SR 196 (Bayfront Pky)	US 90 / SR 10A (E. Cervantes)	Escambia	0.5	\$675,204	\$150,000	\$0	\$0	\$0	\$0	\$150,000	6
406	Corridor Mgmt.	W. Jordan Street Corridor Management / Two-Way Restoration	N. E Street	US 29 (N. Palafox St)	Escambia	0.9	\$1,355,453	\$150,000	\$0	\$0	\$0	\$0	\$150,000	7
407	Corridor Mgmt.	SR 295 (Navy Boulevard) Corridor Management Plan Implementation (Plan funded in FY24 and currently underway for south segment)	SR 292 (Gulf Beach Hwy)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	1.2	\$675,204	\$150,000	\$0	\$0	\$0	\$0	\$150,000	8
408	Corridor Mgmt.	SR 292 (Pace Boulevard) Corridor Management	South of W. McLeod Street	US 29	Escambia	4	\$1,355,453	\$150,000	\$0	\$0	\$0	\$0	\$150,000	9
409	Corridor Mgmt.	CR 191 (Munson Highway) Corridor Management with Multi-modal improvements Requested by NAS Whiting Field	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	7	\$626,800	\$150,000	\$0	\$0	\$0	\$0	\$150,000	10
410	Corridor Mgmt.	SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) Corridor Management	North W Street	SR 289 (Ninth Avenue)	Escambia	2.6	\$1,355,453	\$150,000	\$0	\$0	\$0	\$0	\$150,000	11
411	Corridor Mgmt.	SR 89 (Dogwood Drive) Corridor Management	US 90 (Caroline Street)	SR 87 (Stewart Street)	Santa Rosa	3.8	\$1,355,453	\$150,000	\$0	\$0	\$0	\$0	\$150,000	12
Subtotal FL													\$42,955,425	
Subtotal AL													\$0	
Total													\$42,955,425	

*2024 grant award by USDOT to City of Pensacola, under the Better Utilizing Investments to Leverage Development (BUILD) grant program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants.

Intersection Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
800	Intersection	Provide Major Intersection Reconstruction at Foley Beach Expressway and Canal Road (AL) [AL 100076955]	Foley Beach Express at Canal Road		Baldwin	0.5	\$5,000,000	complete	\$500,000	\$200,000	\$3,000,000	\$200,000	\$3,900,000	1
801	Intersection	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin [2186202]	SR 289 (Ninth Avenue) / Langley / Tippin		Escambia	1	\$1,355,453	\$1,355,454	\$2,439,908	\$35,000,000	\$40,000,000	\$6,000,000	\$84,795,271	2
802	Intersection	Provide Intersection Improvement on US 98 at Navy Boulevard	US 98 at SR 295 (Navy Blvd)		Escambia	1	\$4,684,888	\$702,733	\$936,978	\$4,216,400	\$4,684,889	\$702,733	\$11,243,732	3
803	Intersection	Provide Major Intersection Reconstruction as Roundabout on Via de Luna Drive on Pensacola Beach	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach Access Road	Escambia	0.5	\$4,684,888	complete	\$2,250,000	\$7,500,000	\$16,500,000	\$2,475,000	\$28,725,000	4
804	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Edgewood Drive		Santa Rosa	0.5	\$4,684,888	complete	\$1,171,222	\$2,108,200	\$2,342,444	\$351,367	\$5,973,233	5
805	Intersection	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Andorra Street		Santa Rosa	0.5	\$4,684,888	complete	\$1,171,222	\$2,108,200	\$2,342,444	\$351,367	\$5,973,233	6
806	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road [4331131]	Alabama State Line	East of EB Weigh Station	Escambia	3	N/A	complete	\$1,400,000	\$2,800,000	\$280,000,000	\$42,099,984	\$326,995,369	7
807	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road [4379052]	East of EB Weigh Station	East of SR 10 (US 90A) Nine Mile Road includes interchange	Escambia	3	N/A	complete	\$5,500,000	\$815,000	\$267,519,942	\$40,127,991	\$313,962,933	8

Intersection Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
808	Intersection	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road [SIS project 3574] [4379053]	E of SR 10 (US 90A) Nine Mile Road	W of SR 95 (US 29) includes interchange	Escambia	3	N/A	complete	\$7,700,000	21,233,000	254,205,000	\$38,130,750	\$321,268,750	9
809	Intersection	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp [4379054, 4545071]	I-10 at SR 297 (Pine Forest Road		Escambia	1	N/A	complete	Incl in [808]					10
810	Intersection	Provide Interchange Reconstruction Phase II [2224761]	I-10 at US 29 (SR 95)		Escambia	5.6	Underway							11
811	Intersection	Provide New Interchange on I-10 at Ninth Avenue	I-10 @ SR 289 (Ninth Avenue)		Escambia	0.5	\$57,881,162	\$1,447,029	\$2,894,058	\$26,046,523	\$28,940,581	\$4,341,087	\$63,669,278	12
812	Intersection	Provide Interchange Reconstruction [2204268]	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass		Santa Rosa	0.5	\$74,000,000	\$1,850,000	\$3,700,000	33,300,000	\$37,000,000	\$5,550,000	\$81,400,000	13
813	Intersection	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A [4553191]	CR 95A		Escambia	5	N/A	none	complete	donated	\$2,125,000	\$318,750	\$2,443,750	14
814	Intersection	Reimagine Jackson - Intersection Projects Mini Roundabouts	Multiple Intersections N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Escambia	0.5	\$4,684,888	complete	\$468,489	\$2,108,200	\$2,342,444	\$351,367	\$5,270,500	15
815	Intersection	Reimagine Jackson - Intersection Realignment / Improvement	New Warrington Rd		Escambia	0.5	\$4,684,888	complete	\$468,489	\$2,108,200	\$2,342,444	\$351,367	\$5,270,500	16
816	Intersection	Reimagine Jackson - Intersection Project at Pace Blvd	SR 292 Pace Blvd		Escambia	0.5	\$4,684,888	complete	\$468,489	\$2,108,200	\$2,342,444	\$351,367	\$5,270,500	17
Subtotal FL													\$1,261,408,399	
Subtotal AL													\$3,900,000	
Total													\$1,265,308,399	

Public Transportation Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Plan Study Cost	Capital Costs	Operating Cost	R/W	CST	CEI	Total	count
900	Public Transportation	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa / Okaloosa	171.3	\$30,200	\$1,116,363	\$5,737,934	\$0	\$0	\$0	\$6,884,497	1
901	Public Transportation	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	116	\$30,200	\$1,116,363	\$5,737,934	\$0	\$0	\$0	\$6,884,497	2
902	Public Transportation	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	108.9	\$30,200	\$1,116,363	\$5,737,934	\$0	\$0	\$0	\$6,884,497	3
903	Public Transportation	Amtrak Passenger Rail Service (Regional)	Mobile	Pensacola	Regional	241.9	\$1,233,000*	\$760,000	\$8,987,000	\$0	\$0	\$0	\$10,980,000	4
904	Public Transportation	New ECAT Transfer Facility	US 29 at Clarinda Lane		Escambia	1	\$52,900,000**	TBD	TBD	Under purchase by Esc. Co.	TBD	TBD	\$52,900,000**	5
905	Public Transportation	Renovate Rosa Parks Transit Center	Fairfield Dr.		Escambia	1	TBD	TBD	TBD	\$0	TBD	TBD	TBD	6
906	Public Transportation	Express Bus - Navy Federal	Multiple	Nine Mile Road	Escambia	17.1	\$30,200	\$1,116,363	\$5,737,934	\$0	\$0	\$0	\$6,884,497	7
907	Public Transportation	Express Bus - Milton	Multiple	Milton	Escambia / Santa Rosa	36	\$30,200	\$1,116,363	\$5,737,934	\$0	\$0	\$0	\$6,884,497	8
908	Public Transportation	Express Bus - Santa Rosa Tiger Point Community Center	Pensacola	Tiger Point Community Center	Escambia / Santa Rosa	27.5	\$30,200	\$1,116,363	\$5,737,934	\$0	\$0	\$0	\$6,884,497	9
Subtotal FL													\$98,302,483	
Subtotal AL													\$6,884,497	
Total													\$105,186,979	

* Cost from FL-AL TPO Resolution 24-02 and Metropolitan Planning Organization Advisory Council

** Grant awarded to Escambia County (ECAT) by State of Florida Hurricane Sally Recovery Grant through Florida Department of Commerce Rebuild Florida program (July 2023)

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
1	Bike / Ped / Trail	Reimagine Jackson Street Continuous Sidewalks	New Warrington Rd (SR 295)	A Street	Escambia	3	\$626,800	\$0	\$376,080	\$1,692,361	\$1,880,401	\$282,060	\$4,230,902	1
2	Bike / Ped / Trail	W. Lee St, N. G St, N. F St - West Moreno Sidewalks	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	1.7	\$626,800	\$0	\$439,011	\$1,097,527	\$1,065,561	\$159,834	\$1,971,287	2
3	Bike / Ped / Trail	North E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	West Cervantes	Garden St	Escambia	0.6	\$626,800	\$0	\$154,945	\$387,363	\$376,080	\$56,412	\$695,748	3
4	Bike / Ped / Trail	North L Street (W Cervantes to Gregory / Legion Field) - Connectivity from W Cervantes to Legion Field Park via L St.	West Cervantes	Gregory Street / Legion Field Park	Escambia	0.4	\$626,800	\$0	\$103,297	\$258,242	\$250,720	\$37,608	\$463,832	4
5	Bike / Ped / Trail	W Gregory St - Connectivity to Global Learning via Gregory St	L St	Pace Blvd	Escambia	0.2	\$626,800	\$0	\$51,648	\$129,121	\$125,360	\$18,804	\$231,916	5
6	Bike / Ped / Trail	N. Spring St Improvements	Gregory St	Main St (South Segment)	Escambia	0.6	\$626,800	\$0	\$154,945	\$387,363	\$376,080	\$56,412	\$695,748	6
7	Bike / Ped / Trail	N. Reus St Improvements	Cervantes St	Garden St	Escambia	0.6	\$626,800	\$0	\$154,945	\$387,363	\$376,080	\$56,412	\$695,748	7
8	Bike / Ped / Trail	W Navy Blvd Bicycle Lanes	Bayou Chico Bridge	SR 292 / Barrancas Ave	Escambia	1.7	\$464,107	\$0	\$325,061	\$812,652	\$788,983	\$118,347	\$1,459,618	8
9	Bike / Ped / Trail	Gregory St - Connectivity to Legion Field Park via Gregory St [4499171]	L St	G St	Escambia	0.3	\$626,800	\$0	\$77,473	\$193,681	\$188,040	\$28,206	\$347,874	9
10	Bike / Ped / Trail	W. Main St - Connectivity to North "E" St via Main St	E St	Clubbs St	Escambia	0.4	\$626,800	\$0	\$103,297	\$258,242	\$250,720	\$37,608	\$463,832	10
11	Bike / Ped / Trail	South E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Garden St	Main Street	Escambia	0.4	\$1,355,453	\$0	\$223,379	\$558,447	\$542,181	\$81,327	\$1,003,036	11
12	Bike / Ped / Trail	A St - Roadway Rebalance Restriping, Crosswalk / Intersection, Neighborhood Greenway	Maxwell St	Main St	Escambia	1.9	\$1,355,453	\$0	\$1,061,049	\$2,652,623	\$2,575,362	\$386,304	\$4,764,420	12
13	Bike / Ped / Trail	Blount St Roadway Rebalance, Striping	20th Ave	A St	Escambia	2.1	\$1,355,453	\$0	\$1,172,738	\$2,931,846	\$2,846,453	\$426,968	\$5,265,937	13
14	Bike / Ped / Trail	Johnson Ave Sidewalks	Davis Hwy	Olive Rd	Escambia	2.3	\$626,800	\$0	\$593,956	\$1,484,890	\$1,441,641	\$216,246	\$2,667,035	14

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
15	Bike / Ped / Trail	Jordan Street Sidewalks	Pace Blvd	W St	Escambia	0.5	\$626,800	\$0	\$129,121	\$322,802	\$313,400	\$47,010	\$579,790	15
16	Bike / Ped / Trail	Olive Road West Sidewalks	RR	Existing Sidewalks	Escambia	2	\$626,800	\$0	\$516,483	\$1,291,209	\$1,253,601	\$188,040	\$2,319,161	16
17	Bike / Ped / Trail	14th Avenue - Roadway Rebalance/Sharrows	Hayne, Cervantes	Bayfront, Cervantes, Gregory	Escambia	2	\$1,355,453	\$0	\$1,116,894	\$2,792,234	\$2,710,907	\$406,636	\$5,015,178	17
18	Bike / Ped / Trail	Spring St Rebalance	Gregory St	Main St	Escambia	0.6	\$1,355,453	\$0	\$335,068	\$837,670	\$813,272	\$121,991	\$1,504,554	18
19	Bike / Ped / Trail	Hayne, Guillemard - Protected Bike Lanes	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	1.8	\$464,107	\$0	\$344,182	\$860,455	\$835,393	\$125,309	\$1,545,478	19
20	Bike / Ped / Trail	Bayou Blvd Protected Bike Lanes	12th Ave	Scenic Hwy	Escambia	3.4	\$464,107	\$0	\$650,122	\$1,625,304	\$1,577,965	\$236,695	\$2,919,236	20
21	Bike / Ped / Trail	Government St Roadway Rebalance	Barrancas St	9th Ave	Escambia	1.8	\$1,355,453	\$0	\$1,005,204	\$2,513,011	\$2,439,817	\$365,972	\$4,513,661	21
22	Bike / Ped / Trail	Hollywood Ave Sidewalks	Fairfield Dr	Massachusetts Ave	Escambia	0.8	\$626,800	\$0	\$206,593	\$516,483	\$501,440	\$75,216	\$927,664	22
23	Bike / Ped / Trail	Massachusetts Sidewalks	Mobile Hwy	Hollywood Ave	Escambia	1.6	\$626,800	\$0	\$413,187	\$1,032,967	\$1,002,880	\$150,432	\$1,855,329	23
24	Bike / Ped / Trail	Scenic Highway Multi-Use Trail	Baywoods Dr	N Davis Hwy	Escambia	4.1	\$1,043,940	\$0	\$1,763,425	\$4,408,562	\$4,280,157	\$642,024	\$7,918,290	24
25	Bike / Ped / Trail	Bauer Road Sidewalks and Bike Lanes	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	5.2	\$1,043,940	\$0	\$2,236,539	\$5,591,346	\$5,428,492	\$814,274	\$10,042,710	25
26	Bike / Ped / Trail	Dog Track Road Bicycle Lanes	Blue Angel Pkwy	US 98/SR 30	Escambia	2.1	\$464,107	\$0	\$401,546	\$1,003,865	\$974,626	\$146,194	\$1,803,058	26
27	Bike / Ped / Trail	Summit Boulevard – Road Diet/Rebalance	12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail	Escambia	2.4	\$1,355,453	\$0	\$1,340,273	\$3,350,681	\$3,253,089	\$487,963	\$6,018,214	27
28	Bike / Ped / Trail	Muldoon Road Sidewalks	Cerny Rd	Bellview Ave	Escambia	1.3	\$626,800	\$0	\$335,714	\$839,286	\$814,840	\$122,226	\$1,507,455	28
29	Bike / Ped / Trail	W Street Sidewalks	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	1.1	\$626,800	\$0	\$284,066	\$710,165	\$689,480	\$103,422	\$1,275,539	29
30	Bike / Ped / Trail	Cerny Road Sidewalks	Muldoon Rd	Mobile Hwy	Escambia	1.4	\$626,800	\$0	\$361,538	\$903,846	\$877,520	\$131,628	\$1,623,413	30
31	Bike / Ped / Trail	Tonawanda Dr Sidewalks	Mobile Hwy	61st Ave	Escambia	0.8	\$626,800	\$0	\$206,593	\$516,483	\$501,440	\$75,216	\$927,664	31
32	Bike / Ped / Trail	Kingsfield Road Sidewalks	297A	Tate Road 61	Escambia	2.1	\$626,800	\$0	\$542,308	\$1,355,769	\$1,316,281	\$197,442	\$2,435,119	32
33	Bike / Ped / Trail	Beulah Road Bicycle Lanes	Mobile Highway	9 Mile Road	Escambia	1.2	\$464,107	\$0	\$229,455	\$573,637	\$556,929	\$83,539	\$1,030,319	33

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
34	Bike / Ped / Trail	Sorrento Road Shoulders/Bicycle Lanes	Innerarity Point Rd	Segura Dr	Escambia	0.1	\$464,107	\$0	\$19,121	\$47,803	\$46,411	\$6,962	\$85,860	34
35	Bike / Ped / Trail	8 Mile Creek Rd Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.8	\$464,107	\$0	\$344,182	\$860,455	\$835,393	\$125,309	\$1,545,478	35
36	Bike / Ped / Trail	61st Avenue Sidewalks	Tonawanda Dr	Fairfield Dr	Escambia	0.5	\$626,800	\$0	\$129,121	\$322,802	\$313,400	\$47,010	\$579,790	36
37	Bike / Ped / Trail	Klondike Road Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.6	\$464,107	\$0	\$305,940	\$764,849	\$742,572	\$111,386	\$1,373,758	37
38	Bike / Ped / Trail	E. Kingsfield Rd Sidewalks	95A	Chemstrand Rd	Escambia	1.7	\$626,800	\$0	\$439,011	\$1,097,527	\$1,065,561	\$159,834	\$1,971,287	38
39	Bike / Ped / Trail	Stefani Road Sidewalks	Nine Mile Rd	W Roberts Rd	Escambia	2.0	\$626,800	\$0	\$516,483	\$1,291,209	\$1,253,601	\$188,040	\$2,319,161	39
40	Bike / Ped / Trail	Nine and 1/2 Mile Rd - Sidewalks	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	0.7	\$626,800	\$0	\$180,769	\$451,923	\$438,760	\$65,814	\$811,706	40
41	Bike / Ped / Trail	US 90 Shared Use Path	Escambia County Line	Bell Lane	Santa Rosa	7.2	\$1,043,940	\$0	\$3,096,746	\$7,741,864	\$7,516,373	\$1,127,456	\$13,905,290	41
42	Bike / Ped / Trail	US 90 Shared Use Path	Bell Ln	Glover Ln	Santa Rosa	3.2	\$1,043,94	\$0	\$1,376,331	\$3,440,829	\$3,340,610	\$501,092	\$6,180,129	42
43	Bike / Ped / Trail	US 98 Shared Use Path	Portside Dr	Bergren Rd	Santa Rosa	5.5	\$1,043,940	\$0	\$2,365,570	\$5,913,924	\$5,741,674	\$861,251	\$10,622,097	43
44	Bike / Ped / Trail	Soundview Trail Walking Path	Shoreline Drive / US 98	Bob Sikes Bridge / Gulf Islands National Seashore	Santa Rosa	1.1	\$1,043,940	\$0	\$473,114	\$1,182,785	\$1,148,335	\$172,250	\$2,124,419	44
45	Bike / Ped / Trail	Munson Hwy, Broad, Willing Pine - Milton Multimodal Connector	Milton	Bagdad Mill Site Park and Village	Santa Rosa	1.6	\$1,043,940	\$0	\$688,166	\$1,720,414	\$1,670,305	\$250,546	\$3,090,065	45
48	Bike / Ped / Trail	US 98 Shared Use Path	Bergren Rd	Ramble Way	Santa Rosa	4.3	\$1,043,940	\$0	\$1,849,445	\$4,623,613	\$4,488,945	\$673,342	\$8,304,548	46
49	Bike / Ped / Trail	US 98 Shared Use Path	Ramble Way	Okaloosa County Line	Santa Rosa	6.1	\$1,043,940	\$0	\$2,623,632	\$6,559,080	\$6,368,038	\$955,206	\$11,780,871	47
50	Bike / Ped / Trail	Byrom. King, Rosasco St - King Middle School Connection	multiple	multiple	Santa Rosa	1.1	\$626,800	\$0	\$284,066	\$710,165	\$689,480	\$103,422	\$1,275,539	48
51	Bike / Ped / Trail	Chumuckla Highway Shared Use Path	US 90	Five Points	Santa Rosa	3.4	\$1,043,940	\$0	\$1,462,352	\$3,655,880	\$3,549,398	\$532,410	\$6,566,387	49
52	Bike / Ped / Trail	W Spencer Field Rd Shared Use Path	Berryhill Rd	US 90	Santa Rosa	3.1	\$1,043,940	\$0	\$1,333,321	\$3,333,303	\$3,236,216	\$485,432	\$5,987,000	50
53	Bike / Ped / Trail	Glover Lane Sidewalks	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	0.5	\$626,800	\$0	\$129,121	\$322,802	\$313,400	\$47,010	\$579,790	51
54	Bike / Ped / Trail	US 90 Shared Use Path	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	1.3	\$1,043,940	\$0	\$559,135	\$1,397,837	\$1,357,123	\$203,568	\$2,510,677	52

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
55	Bike / Ped / Trail	Henry Street Sidewalks	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	1.1	\$626,800	\$0	\$284,066	\$710,165	\$689,480	\$103,422	\$1,275,539	53
56	Bike / Ped / Trail	Old Bagdad Hwy - Parkmore Plaza Sidewalks	Avalon Blvd	County Optimist Park	Santa Rosa	0.9	\$626,800	\$0	\$232,418	\$581,044	\$564,120	\$84,618	\$1,043,622	54
57	Bike / Ped / Trail	Panhandle Trail - Shoreline Park South Nature Trail Shared Use Path	multiple	multiple	Santa Rosa	1.3	\$1,043,940	\$0	\$559,135	\$1,397,837	\$1,357,123	\$203,568	\$2,510,677	55
58	Bike / Ped / Trail	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	1.1	\$464,107	\$0	\$210,334	\$525,834	\$510,518	\$76,578	\$944,459	56
59	Bike / Ped / Trail	Pace Lane - Skipper to US 90 Sidewalks	Skipper Lane	US 90	Santa Rosa	0.3	\$626,800	\$0	\$77,473	\$193,681	\$188,040	\$28,206	\$347,874	57
60	Bike / Ped / Trail	Edgewood Drive Shared Use Path	US 98	East Bay Blvd	Santa Rosa	2.9	\$1,043,940	\$0	\$1,247,300	\$3,118,251	\$3,027,428	\$454,114	\$5,600,742	58
61	Bike / Ped / Trail	East Spencer Field Rd Shared Use Path	Norris Rd	US 90	Santa Rosa	0.9	\$1,043,940	\$0	\$387,093	\$967,733	\$939,547	\$140,932	\$1,738,161	59
62	Bike / Ped / Trail	Woodbine Rd Shared Use Path	US 90	Five Points	Santa Rosa	3.7	\$1,043,940	\$0	\$1,591,383	\$3,978,458	\$3,862,581	\$579,387	\$7,145,774	60
63	Bike / Ped / Trail	Hamilton Bridge Road Shared Use Path	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	1.1	\$1,043,940	\$0	\$473,114	\$1,182,785	\$1,148,335	\$172,250	\$2,124,419	61
64	Bike / Ped / Trail	Godwin Trail Connector Shared Use Path	Soundside Dr	Madura Rd	Santa Rosa	0.2	\$1,043,940	\$0	\$86,021	\$215,052	\$208,788	\$31,318	\$386,258	62
65	Bike / Ped / Trail	Munson Highway Shared Use Path	East Gate Road	SR 4	Santa Rosa	15.0	\$1,043,940	\$0	\$6,451,554	\$16,128,884	\$15,659,111	\$2,348,867	\$28,969,355	63
67	Bike / Ped / Trail	Canal Road Shared Use Path	Wilson Boulevard	Bay La Launch Avenue	Baldwin	2.1	\$1,043,940	\$0	complete	complete	\$2,192,276	\$375,000	\$2,567,276	64
68	Bike / Ped / Trail	AL SR 180 (Canal Road) Shared Use Path	Wharf Parkway East	Spinnaker Way	Baldwin	0.6	\$1,043,940	Included in [67]						65
69	Bike / Ped / Trail	W. Cervantes Corridor Improvement: Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	A St	Q Street	Escambia	1.1	\$1,043,940	\$0	\$473,114	\$1,182,785	\$1,148,335	\$172,250	\$2,124,419	66
70	Bike / Ped / Trail	W. Gregory Street Shared Use Path	A Street	L Street	Escambia	0.7	\$1,043,940	\$0	\$301,073	\$752,681	\$730,759	\$109,614	\$1,351,903	67
71	Bike / Ped / Trail	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP] [4409041]	Barrancas Ave	Clubbs St	Escambia	0.8	TIP	\$0	underway	TIP	\$2,548,048	TIP	\$2,548,048	68

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
72	Bike / Ped / Trail	W. Main St - Downtown Pensacola Waterfront Connector Trail Phase 2 (Connects with Phase 1 FPID 4534762)	South Pace Blvd	Tarragona Street	Escambia	2.2	\$1,043,940	\$0	underway	\$2,067,003	\$2,296,670	\$344,500	\$4,708,173	69
73	Bike / Ped / Trail	SR 292 (Sorrento Road) Shared Use Path	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	\$1,043,940	\$0	\$1,677,404	\$4,193,510	\$4,071,369	\$610,705	\$7,532,032	70
74	Bike / Ped / Trail	SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] [4534761]	S. Alcaniz Street	N. 14th Avenue	Escambia	1.0	\$1,043,940	\$0	\$57,313	\$0	\$1,043,941	\$156,591	\$1,257,845	71
75	Bike / Ped / Trail	Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP] [4499171]	Multiple	Multiple	Escambia	0.9	TIP	\$0	TIP	TIP	\$1,696,633	TIP	\$1,696,633	72
76	Bike / Ped / Trail	N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] [4517241]	E. Blount Street	E. Jordan Street	Escambia	0.5	TIP	\$0	TIP	TIP	\$886,720	TIP	\$886,720	73
77	Bike / Ped / Trail	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] [4517242]	E. Cervantes Street	E. Blount Street	Escambia	0.5	TIP	\$0	TIP	TIP	\$918,634	TIP	\$918,634	74
78	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 1 Perdido Key Drive	River Road	Gulf Beach Hwy	Escambia	0.6	\$1,043,940	\$0	\$125,273	\$313,182	\$626,364	\$93,955	\$1,158,774	75
79	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 2 Gulf Beach Highway	Perdido Key Drive	Blue Angel Pkwy	Escambia	4.9	\$1,043,940	\$0	\$1,023,062	\$2,557,655	\$5,115,310	\$767,296	\$9,463,323	76
80	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 3 Blue Angel Parkway	Gulf Beach Hwy	Dog Track Rd	Escambia	3.2	\$1,043,940	\$0	\$668,122	\$1,670,305	\$3,340,610	\$501,092	\$6,180,129	77
81	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 4 Off Road	Dog Track Rd	Jones Swamp	Escambia	1.7	\$1,043,940	\$0	\$354,940	\$887,350	\$1,774,699	\$266,205	\$3,283,194	78
82	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 5 Jones Swamp	Previous Segment	Fairfield Dr	Escambia	1.3	\$1,043,940	\$0	\$271,425	\$678,561	\$1,357,123	\$203,568	\$2,510,677	79

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
83	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 6 Old Corry Field Rd / Lexington Terrace	Jones Swamp	Moreno Ct	Escambia	0.9	\$1,043,940	\$0	\$187,909	\$469,773	\$939,547	\$140,932	\$1,738,161	80
84	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 7 Kincaid St / Barrancas Ave	Moreno Ct	Weis Ln	Escambia	1.5	\$1,043,940	\$0	\$313,182	\$782,956	\$1,565,911	\$234,887	\$2,896,935	81
85	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 8 Barrancas Ave / Main St	Pace Blvd	I St	Escambia	1.5	\$1,043,940	\$0	\$313,182	\$782,956	\$1,565,911	\$234,887	\$2,896,935	82
86	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 9 Main St	I St	A St	Escambia	0.7	\$1,043,940	\$0	\$146,152	\$365,379	\$730,759	\$109,614	\$1,351,903	83
87	Bike / Ped / Trail	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 10 A St / Govt St / Alcaniz St	Main St	Bayfront Pkwy	Escambia	1.1	\$1,043,940	\$0	\$229,667	\$574,167	\$1,148,335	\$172,250	\$2,124,419	84
88	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy [4554132]	Bridge	Gulf Islands National Seashore	Santa Rosa	1.9	\$1,043,940	\$0	\$396,697	\$991,744	\$1,983,487	\$297,523	\$3,669,452	85
89	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 2 Multiple Roads	Gulf Breeze Pkwy	Godwin Trail Connector	Santa Rosa	4.4	\$1,043,940	\$0	\$918,668	\$2,296,670	\$4,593,339	\$689,001	\$8,497,677	86
90	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 3 Multiple Roads	Godwin Trail Connector	E Bay Blvd	Santa Rosa	5.6	\$1,043,940	\$0	\$1,169,214	\$2,923,034	\$5,846,068	\$876,910	\$10,815,226	87
92	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 6 US 98 Navarre Parkway	Highway 87	Navarre Beach Causeway	Santa Rosa	0.4	\$1,043,940	\$0	\$83,515	\$208,788	\$417,576	\$62,636	\$772,516	88
93	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 5 SR 87	Montalban St	Navarre Pkwy	Santa Rosa	0.3	\$1,043,940	\$0	\$62,636	\$156,591	\$313,182	\$46,977	\$579,387	89
94	Bike / Ped / Trail	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 7 US 98 Navarre Parkway	Navarre Beach Causeway	Santa Rosa County Line	Santa Rosa	3.9	\$1,043,940	\$0	\$814,274	\$2,035,684	\$4,071,369	\$610,705	\$7,532,032	90

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
95	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (North) (SUNTrail)	Escambia / Santa Rosa County Line	Milton	Santa Rosa	14.1	\$1,043,940	\$0	\$2,943,913	\$7,359,782	\$14,719,564	\$2,207,935	\$27,231,194	91
96	Bike / Ped / Trail	Escambia Bike Trail Corridor (South) [not SUNTrail]	US 98 / SR 173 Blue Angel Parkway	US 90	Escambia	13.6	\$1,043,940	\$0	\$2,839,519	\$7,098,797	\$14,197,594	\$2,129,639	\$26,265,549	92
97	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 1 Cantonment to Bellview Recreational	Escambia County Line	US 29 Pensacola Blvd	Escambia	10.4	\$1,043,940	\$0	\$2,171,397	\$5,428,492	\$10,856,983	\$1,628,548	\$20,085,419	93
98	Bike / Ped / Trail	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 2 Escambia Bike Trail	US 29 Pensacola Blvd	Scenic Hwy	Escambia	5.1	\$1,043,940	\$0	\$1,064,820	\$2,662,049	\$5,324,098	\$798,615	\$9,849,581	94
99	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 1 Milton to Pensacola Scenic Bluffs	Scenic Hwy	Blackwater Heritage State Trail	Santa Rosa	13.4	\$1,043,940	\$0	\$2,797,761	\$6,994,403	\$13,988,806	\$2,098,321	\$25,879,290	95
100	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 2 Milton to Long Leaf Trail	Blackwater Heritage State Trail	Old River Rd	Santa Rosa	0.6	\$1,043,940	\$0	\$125,273	\$313,182	\$626,364	\$93,955	\$1,158,774	96
101	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 3 Milton to Long Leaf Trail	Lundy Ln	Old Spanish Trail	Santa Rosa	0.1	\$1,043,940	\$0	\$20,879	\$52,197	\$104,394	\$15,659	\$193,129	97
102	Bike / Ped / Trail	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 4 US 90	9433 US Highway 90	County Line	Santa Rosa	9.1	\$1,043,940	\$0	\$1,899,972	\$4,749,930	\$9,499,861	\$1,424,979	\$17,574,742	98
103	Bike / Ped / Trail	Garcon Trail to Bagdad Corridor (SUNTrail)	Blackwater Heritage Trail	Great NW Coastal Trail	Santa Rosa	20.1	\$1,043,940	\$0	\$4,196,642	\$10,491,604	\$20,983,208	\$3,147,481	\$38,818,936	99
104	Bike / Ped / Trail	Cantonment to Bellview Loop (North)	US 90	US 90	Escambia	16.9	\$1,043,940	\$0	\$3,528,520	\$8,821,299	\$17,642,598	\$2,646,390	\$32,638,807	100
105	Bike / Ped / Trail	Blackwater River State Forest Trail (SUNTrail)	Munson Highway	Munson Highway	Santa Rosa	14.1	\$1,043,940	\$0	\$2,943,913	\$7,359,782	\$14,719,564	\$2,207,935	\$27,231,194	101
106	Bike / Ped / Trail	Cantonment to Bellview Loop (South)	US 90	US 90	Escambia	9.9	\$1,043,940	\$0	\$2,067,003	\$5,167,507	\$10,335,013	\$1,550,252	\$19,119,774	102
107	Bike / Ped / Trail	Bluffline	Langley Avenue (Scenic Heights)	Jackson Lakes (West Pensacola)	Escambia	19.1	\$1,043,940	EPA Grant funded	\$2,990,890	\$9,969,634	\$19,939,268	\$1,993,927	\$34,893,719	103
108	Bike / Ped / Trail	Berryhill Road Shared-Use Path	Anderson Lane	Dogwood Drive (SR 89)	Santa Rosa	2.9	\$1,043,940	\$0	\$605,486	\$1,513,714	\$3,027,428	\$454,114	\$5,600,742	104

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
109	Bike / Ped / Trail	Berryhill Road (CR 184A) Shared-Use Path	Anderson Lane	Chumuckla Highway	Santa Rosa	5.1	\$1,043,940	\$0	\$1,064,820	\$2,662,049	\$5,324,098	\$798,615	\$9,849,581	105
110	Bike / Ped / Trail	Milton to Longleaf Corridor	US 90	US 90	Santa Rosa	12.2	\$1,043,940	\$0	\$2,547,215	\$6,368,038	\$12,736,077	\$1,910,412	\$23,561,742	106
111	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 4 Hurricane Lake Road	Hurricane Lake Road	Indian Ford Road	Santa Rosa	15.2	\$1,043,940	\$0	\$3,173,580	\$7,933,949	\$15,867,899	\$2,380,185	\$29,355,613	107
112	Bike / Ped / Trail	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 3 Dirt Road to SR 4	SR 4	Okaloosa County Line	Santa Rosa	6.7	\$1,043,940	\$0	\$1,398,881	\$3,497,201	\$6,994,403	\$1,049,160	\$12,939,645	108
113	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 2 Dirt Road to SR 4	Dirt Road	SR 4	Santa Rosa	10.6	\$1,043,940	\$0	\$2,213,154	\$5,532,886	\$11,065,772	\$1,659,866	\$20,471,678	109
114	Bike / Ped / Trail	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 1 Heritage Trail to Dirt Road	Heritage Trail	Dirt Road	Santa Rosa	8.7	\$1,043,940	\$0	\$1,816,457	\$4,541,142	\$9,082,284	\$1,362,343	\$16,802,226	110
115	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Blackwater Heritage Trail	US 90 (Caroline St)	Santa Rosa	7.1	\$1,043,940	\$0	\$1,482,396	\$3,705,990	\$7,411,979	\$1,111,797	\$13,712,161	111
116	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	US 90 (Caroline St)	Davis Hwy / Scenic Hwy	Santa Rosa	6.5	\$1,043,940	\$0	\$1,357,123	\$3,392,807	\$6,785,615	\$1,017,842	\$12,553,387	112
117	Bike / Ped / Trail	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Davis Hwy / Scenic Hwy	Pensacola Bay Bridge	Escambia	11.3	\$1,043,940	\$0	\$2,359,306	\$5,898,265	\$11,796,530	\$1,769,480	\$21,823,581	113
118	Bike / Ped / Trail	Whiting Field to Blackwater State Forest Trail Corridor	Milford Rd	SR 87A (E Gate Rd)	Santa Rosa	13.2	\$1,043,940	\$0	\$2,756,004	\$6,890,009	\$13,780,018	\$2,067,003	\$25,493,032	114
119	Bike / Ped / Trail	Escambia Bike Trail Corridor	US 90 (W Nine Mile Rd)	SR 297 (Dog Track Rd)	Escambia	14.4	\$1,043,940	\$0	\$3,006,549	\$7,516,373	\$15,032,746	\$2,254,912	\$27,810,581	115
120	Bike / Ped / Trail	Blackwater State Forest Connector Trail Corridor	Red Rock Rd / FNST Corridor	SR 87A (Langley St)	Santa Rosa	15.0	\$1,043,940	\$0	\$3,131,822	\$7,829,555	\$15,659,111	\$2,348,867	\$28,969,355	116
121	Bike / Ped / Trail	Cantonment to Bellview Recreational Corridor	US 90 (9 Mile Rd)	SR 173 (N Blue Angel Parkway)	Escambia	6.1	\$1,043,940	\$0	\$1,273,608	\$3,184,019	\$6,368,038	\$955,206	\$11,780,871	117
122	Bike / Ped / Trail	Escambia County SW Greenway Corridor	SR 297	SR 173 (S Blue Angel Pkwy)	Escambia	5.1	\$1,043,940	\$0	\$1,064,820	\$2,662,049	\$5,324,098	\$798,615	\$9,849,581	118
124	Bike / Ped / Trail	FNST Corridor - Yellow River Ravines	Garner Landing Rd	Santa Gertrudas Dr	Santa Rosa	7.9	\$1,043,940	\$0	\$1,649,426	\$4,123,566	\$8,247,132	\$1,237,070	\$15,257,194	119

Bike / Pedestrian / Trail Projects 2050 Needs Plan

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125	Bike / Ped / Trail	FNST Corridor - Eglin West	Yellow River Boat Launch	Nelda Rd	Santa Rosa	13.4	\$1,043,940	\$0	\$2,797,761	\$6,994,403	\$13,988,806	\$2,098,321	\$25,879,290	120
126	Bike / Ped / Trail	FNST Corridor - Yellow River	Santa Gertrudas Dr	SR 87	Santa Rosa	4.3	\$1,043,940	\$0	\$897,789	\$2,244,473	\$4,488,945	\$673,342	\$8,304,548	121
127	Bike / Ped / Trail	FNST Corridor - SR 87	SR 184	Yellow River Boat Launch	Santa Rosa	2.2	\$1,043,940	\$0	\$459,334	\$1,148,335	\$2,296,670	\$344,500	\$4,248,839	122
128	Bike / Ped / Trail	FNST Corridor - Blackwater River Side Trail	Miller Bluff Rd	Florida National Scenic Trail	Santa Rosa	2.8	\$1,043,940	\$0	\$584,607	\$1,461,517	\$2,923,034	\$438,455	\$5,407,613	123
129	Bike / Ped / Trail	FNST Corridor - Miller Bluff Rd	Goodrange Dr	Dirt Trail	Santa Rosa	0.3	\$1,043,940	\$0	\$62,636	\$156,591	\$313,182	\$46,977	\$579,387	124
130	Bike / Ped / Trail	FNST Corridor - Juniper Creek Trail	Red Rock Rd	Deaton Bridge Rd	Santa Rosa	7.7	\$1,043,940	\$0	\$1,607,669	\$4,019,172	\$8,038,344	\$1,205,752	\$14,870,936	125
131	Bike / Ped / Trail	FNST Corridor	County Line Rd / SR 4 / County Line	Red Rock Rd	Santa Rosa	8.4	\$1,043,940	\$0	\$1,753,820	\$4,384,551	\$8,769,102	\$1,315,365	\$16,222,839	126
132	Bike / Ped / Trail	FNST Corridor - SR 87	River Rd	Navarre Beach Causeway	Santa Rosa	3.4	\$1,043,940	\$0	\$709,880	\$1,774,699	\$3,549,398	\$532,410	\$6,566,387	127
133	Bike / Ped / Trail	FNST Corridor - Navarre Causeway	US 98	Navarre Beach Boat Ramp Circle	Santa Rosa	1.3	\$1,043,940	\$0	\$271,425	\$678,561	\$1,357,123	\$203,568	\$2,510,677	128
134	Bike / Ped / Trail	FNST Corridor - River Rd	Nelda Rd	SR 87	Santa Rosa	0.4	\$1,043,940	\$0	\$83,515	\$208,788	\$417,576	\$62,636	\$772,516	129
135	Bike / Ped / Trail	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] [4466631]	West of Chemstrand Road	Cody Lane / Johnson Avenue	Escambia	1.7	\$626,800	\$0	complete	complete	\$1,403,000	\$210,450	\$1,613,450	130
136	Bike / Ped / Trail	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] [4536051]	CR 292A Gulf Beach Hwy	SR 292 Sorrento Road	Escambia	1.6	\$1,043,940	\$0	\$880,000	complete	\$2,253,328	\$337,999	\$3,471,327	131
137	Bike / Ped / Trail	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 [4515721]	McClure Dr	Commercial District and East Side of the City	Santa Rosa	0.1	TIP	\$0	underway	donated	\$4,000,000	\$680,000	\$4,680,000	132
138	Bike / Ped / Trail	SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway)	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	TIP	\$0	complete	complete	\$3,862,634	\$656,648	\$4,519,282	133

Bike / Pedestrian / Trail Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Cost / Mi	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
		(MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] [4508142]												
139	Bike / Ped / Trail	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] [4552511]	North 65th Ave	North 57th Ave	Escambia	0.5	\$626,800	\$0	\$251,000	\$0	\$313,400	\$53,278	\$617,678	134
140	Bike / Ped / Trail	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] [4534761]	Tarragona St	14th Avenue	Escambia	1.2	TIP	\$0	\$0	\$0	\$7,484,170	\$1,122,625	\$8,606,795	135
141	Bike / Ped / Trail	Soundview SUNTrail [FY-AL TPO FY26-30 TIP] [4554131, 4554132]	Shoreline Drive / US 98	Bob Sikes Bridge	Santa Rosa	2.3	\$1,043,940	\$0	\$962,500	\$2,160,957	\$2,401,064	\$360,160	\$5,884,680	136
142	Bike / Ped / Trail	N. Palafox Complete Streets Sidewalks [4554131, 4554132]	US 29 Pensacola Blvd	Nine Mile Road	Escambia	4.8	\$395,989	\$0	complete	\$1,881,743	\$1,900,750	\$285,113	\$3,896,538	137
143	Bike / Ped / Trail	Williamsburg Multi-Use Trail	Multiple	Multiple	Santa Rosa	0.2	\$1,043,940	\$0	\$295,792	\$739,482	\$1,478,964	\$221,844	\$2,736,082	138
144	Bike / Ped / Trail	McClure and Andrew Jackson Sidewalk	multiple	Multiple	Santa Rosa	0.6	\$626,800	\$0	\$190,122	\$475,306	\$950,613	\$142,591	\$1,758,632	139
145	Bike / Ped / Trail	Reimagine Jackson - 12 ft Shared Use Path	Fairfield Dr (SR 727)	T Street	Escambia	4.2	\$1,043,940	\$0	\$876,910	\$2,192,276	\$4,384,551	\$657,683	\$8,111,419	140
146	Bike / Ped / Trail	Nine Mile Rd Pedestrian Overpass	Rebel Rd	Beulah Middle School	Escambia	0.1	N/A	\$0	\$360,000	\$0	\$3,600,000	\$540,000	\$4,500,000	141
147	Bike / Ped / Trail	Guidy Lane Sidewalk	Greenbrier Blvd	Candlestick Dr	Escambia	0.4	\$626,800	\$0	\$50,144	\$125,360	\$250,720	\$37,608	\$463,832	142
148	Bike / Ped / Trail	Pensacola Beach Shared Use Path	Toll Booth	Ft. Pickens Rd	Escambia	1.0	\$1,043,940	\$0	\$208,788	\$939,547	\$1,043,941	\$156,591	\$2,348,867	143
149	Bike / Ped / Trail	AL SR 182 Shared Use Path	TPO Boundary	AL/FL State Line	Baldwin	7.4	\$1,362,862	\$1,998,000	\$2,017,036	\$9,984,327	\$10,085,179	\$1,512,777	\$25,597,318	144
150	Bike / Ped / Trail	AL SR 182 (Perdido Beach Blvd) Pedestrian and Bicycle Safety Upgrades [FY-AL TPO FY26-30 TIP] [100079735]	Orange Beach City Limits	MP 13.75	Baldwin	3.9	TIP	TIP	TIP	TIP	\$1,202,392	TIP	\$1,202,392	145
151	Bike / Ped / Trail	E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] [4552411]	N. Hayne St	N. 12th Ave	Escambia	0.6	TIP	TIP	\$150,000	TIP	\$401,585	\$60,238	\$611,823	146
Subtotal FL													\$1,017,875,429	
Subtotal AL													\$30,854,437	
Total													\$1,048,729,867	

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
600	ECRC 7-Layer Cake	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7] [FY25-29 TIP] TPO Non-SIS Priority #1 [4515241]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	\$28,267,459	N/A	\$28,267,459	1
601	ECRC 7-Layer Cake	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7] [FY25-29 TIP] [4125452]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	\$179,333	N/A	\$179,333	2
602	ECRC 7-Layer Cake	Regional Transportation Management Center (RTMC) [MIRR 5.7.7] [FY25-29 TIP] [4515241]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	Incorporated in [600]	N/A	Incorporated in [600]	3
603	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-1, Rank 29	US 90 (W Cervantes St)	US 29 (SR 95)	Escambia	2.6	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	4
604	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-2, Rank 49	US 98 (SR 30)	SR 295 (W Fairfield Dr)	Escambia	2.2	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	5
605	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-3, Rank 195	SR 295 (E Fairfield Dr)	US 90 (9 Mile Rd)	Escambia	6.1	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	6
606	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-4, Rank 186	US 29 (SR 95) N Palafox	N 12th Ave	Escambia	2.7	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	7
607	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73	Diamond Diary Rd	Garden St	Escambia	6.7	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	8
608	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-6, Rank 55	Millview Rd	Fairview Dr	Escambia	3.3	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	9
609	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	Hyde Park Rd	Massachusetts Ave	Escambia	8.3	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	10
610	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-8, Rank 150	US 29 (SR 95)	US 29 (SR 95)	Escambia	10.5	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	11
611	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32	Hwy 297A	Chemstrand Rd	Escambia	4.4	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	12
612	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network	SR 727	CR 453 (W St)	Escambia	4.0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	13

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
		Escambia-10, Rank 54												
613	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-11, Rank 34	SR 292	US 98 (SR 30)	Escambia	3.3	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	14
614	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88	Dog Track Rd (CR 297)	Lemhurst Rd	Escambia	5.8	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	15
615	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84	Bayfront Pkwy	Fairfield Dr	Escambia	3.1	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	16
616	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236	US 90 / SR 10A / Mobile	Escambia Santa Rosa County Line	Escambia	13.8	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	17
617	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-15, Rank 269	N W St	N 12th Ave / Tippin Ave	Escambia	3.7	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	18
618	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-16, Rank 225	N End Bayou Grande	48080016 NB On	Escambia	5.2	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	19
619	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-17, Rank 2	US 90 (SR 10A)	W Fairfield Dr	Escambia	1.7	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	20
620	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-18, Rank 33	SR 173	Marlane Dr	Escambia	1.5	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	21
621	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-19, Rank 46	US 90	US 29 (SR 95)	Escambia	3.1	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	22
622	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-20, Rank 221	SR 297 (Pine Forest Rd)	US 29 (SR 95/ N Palafox St)	Escambia	3.0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	23
623	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-21, Rank 41	Klondike Rd	Pensacola Fairgrounds	Escambia	2.6	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	24
624	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-22, Rank 45	E Wright St	E Fairfield Dr	Escambia	2.3	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	25
625	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-23, Rank 175	SR 291 (N Davis Hwy)	US 90A (SR 10 E Nine Mile Rd)	Escambia	1.5	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	26
626	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-24, Rank 37	E Blount St	SR 196 (E Main St)	Escambia	1.4	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	27

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
627	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Escambia-25, Rank 170	Lillian Hwy	US 90 (SR 10A Mobile Hwy)	Escambia	2.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	28
628	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106	Pace Ln	SR 87 (Stewart St)	Santa Rosa	4.8	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	29
629	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	SR 87	Santa Rosa Okaloosa County Line	Santa Rosa	4.4	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	30
630	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-3, Rank 86	US 90 (SR 10)	Chumuckla Hwy	Santa Rosa	3.7	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	31
631	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40	Farrington Rd	US 90 (SR 10)	Santa Rosa	4.1	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	32
632	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 1	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	33
633	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 2	SR 297 / Pine Forest Rd	SR 297 / Pine Forest Rd	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	34
634	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 3	US 90 / SR 10A / Mobile Hwy	US 90 / SR 10A / Mobile Hwy	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	35
635	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 4	SR 173 / S Blue Angel Pkwy	SR 173 / S Blue Angel Pkwy	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	36
636	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 5	US 29 / SR 95	US 29 / SR 95	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	37
637	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 6	SR 295 / W Fairfield Dr	SR 295 / W Fairfield Dr	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	38
638	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 7	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	39

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
639	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 8	US 29 / SR 95 / Pensacola Blvd	US 29 / SR 95 / Pensacola Blvd	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	40
640	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 9	SR 296 / W Michigan Ave	SR 296 / W Michigan Ave	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	41
641	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 10	US 90 / SR 10A / E Cervantes St	US 90 / SR 10A / E Cervantes St	Escambia	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	42
642	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 1	SR 87	SR 87	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	43
643	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 2	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	44
644	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 3	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	45
645	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 4	US 90 / SR 10 / SR 87	US 90 / SR 10 / SR 87	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	46
646	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 5	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	47
647	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	48
648	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	49
649	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 8	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	50

Seven-Layer Cake Projects 2050 Needs Plan

Map ID	Project Type	Project Name	From	To	County	Length (mile)	Corridor Study Cost	PD&E (UT for AL)	Design (20%)	R/W (10 – 100%)	CST	CEI (15%)	Total	count
650	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9	SR 87	SR 87	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	51
651	ECRC 7-Layer Cake	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 10	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	52
652	ECRC 7-Layer Cake	USDOT Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant [4564131]*	Multiple	Multiple	Escambia	4.5	\$12,500,000	\$0	\$0	\$0	\$0	\$0	\$12,500,000	53
653	ECRC 7-Layer Cake	ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7] [FY26-30 TIP] [4177362]	Multiple	Multiple	Escambia / Santa Rosa	56.0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,390,371	54
654	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7] [FY26-30 TIP] [4515242]	Multiple	Multiple	Escambia	5.0	\$0	\$0	\$179,333	\$0	\$0	\$0	\$179,333	55
655	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7] [FY26-30 TIP] [4515243]	Multiple	Multiple	Santa Rosa	16.3	\$0	\$0	\$357,667	\$0	\$0	\$0	\$357,667	56
656	ECRC 7-Layer Cake	EV Charging Station at Fricker Community Center [Smart Regions Master Plan]	F Street	F Street	Escambia	1.0	\$0	\$0	\$500,000	\$0	\$2,500,000	\$0	\$3,000,000	57
657	ECRC 7-Layer Cake	EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan]	SR 291 (N. Davis Highway)	SR 291 (N. Davis Highway)	Escambia	1.0	\$0	\$0	\$500,000	\$0	\$2,500,000	\$0	\$3,000,000	58
658	ECRC 7-Layer Cake	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [4280586]	Multiple	Multiple	Escambia / Santa Rosa	32.6	\$0	\$0	\$0.00	\$0	\$1,500,000	\$0	\$1,500,000	59
Subtotal FL													\$61,385,265	
Subtotal AL													\$0	
Total													\$61,385,265	

* On September 5, 2024, ECRC was awarded a \$10 million grant from USDOT as part of the National Roadway Safety Strategy to reduce traffic fatalities, with \$2.5M Local Funds.

Illustrative Projects							
Map ID	Project Type	Project Name	From	To	County	Length (mile)	Project count
700	Illustrative	US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	7	1
701	Illustrative	AL Cross Island Connector (Foley Beach Ext.) Provide 4 Lanes of Capacity, New Roadway	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	2.1	2
702	Illustrative	AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	5.9	3
703	Illustrative	Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)	CR 91 to CR 99 (Lillian Loop)	Baldwin	6	4

APPENDIX H – PURPOSE AND NEED STATEMENTS

Notes:

- Due to the iterative nature of the development of Needs Plan projects over a period of several months, the Needs Plan identification Map (ID) numbering is not necessarily sequential and/or continuous within each project category range. This is intentional in order to minimize the re-numbering and re-mapping of all projects when modifications, additions, or deletions occur.
- Where possible, Purpose and Need Statements are grouped by roadway network or corridor.
- The Map ID number ties to the *Dashboard*, which was developed as an interactive innovative visualization tool to assist the ECRC, TPO, Steering Committee, military, local governments and the public in developing the Needs Plan and providing consistency with local government comprehensive plans, DOT work programs, and other adopted planning products.
- Purpose and Need Statements are developed *only for capacity projects* in accordance with the Scope of Services and are broadly intended to be further developed and carried forward into the next phase of project development such as the Efficient Transportation Decision Making (ETDM) and/or National Environmental Policy Act (NEPA) process as one way to enhance the linkage between Planning and Environmental Linkages (PEL) and to further the purposes of Planning Consistency.
- Capacity projects include Seven-Layer Cake (Technology) projects, Intersection Projects, and Corridor Management Projects. Projects are grouped by corridor and/or similar purpose / need and generally follow this order:
 - Seven-Layer Cake Projects [Map ID range 600-699]
 - Capacity Projects [Map ID range 200 - 399]
 - Intersection Projects [Map ID range 800- 899]
 - Corridor Management Projects [Map ID range 400-499]

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ECRC Seven-Layer Cake Projects

Seven-Layer Cake is the ECRC recipe for Safety and Technology.

Each layer is an ingredient supporting the Transportation Management Center (#1 Non-SIS FL-AL Priority).

These projects are listed first because of their association with the #1 Non-SIS Priority and emphasis on safety.



MAP ID 600, 601, 602, 653, 654, 655, 658

PROJECT NAME

Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [600];
Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [601];
Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [602];
ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [653];
ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30
TIP] [654]; ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7)
[FY26-30 TIP] [655]; and ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart
Regions Master Plan [658]

PURPOSE

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

IMPROVEMENT

Develop the Regional Traffic Management Center and on-system Regional Advanced Traffic Management
System. Includes ATMS network and facility and fiber connections.

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 652

PROJECT NAME

USDOT Safe Streets and Road for All (SS4A) Planning and Demonstration Grant to ECRC

PURPOSE

The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program, with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. On September 5, 2024, ECRC was awarded a \$10M USDOT grant as part of the National Roadway Safety Strategy to reduce traffic fatalities. As a recipient of an SS4A Planning and Demonstration grant, ECRC, in partnership with Escambia County, will deploy innovative technological improvements and evaluate the safety impact of Intelligent Transportation System (ITS) improvements on two of Pensacola's highest crash rate segments, Fairfield Dr and Pensacola Blvd. These two corridors have been identified through the Emerald Coast Safety Action Plan, having critical issues such as low lighting, bicycle and pedestrian incidents, and left-turn crashes. Along Fairfield Drive, from Mobile Highway to Texar Drive, nearly 2,000 crashes were reported from January 1, 2019, through December 31, 2023, including five fatal and 39 serious injury cases. Crashes represented approximately 22% of overall crashes but more than 40% of fatal and serious injury crashes. Similarly, Pensacola Boulevard, from W Street to Brent Lane, reported more than 550 crashes in that same timeframe, including one fatal and eight serious injury crashes. However, this segment presented different obstacles, specifically for pedestrians. Future phases include design (\$900K) and construction (\$11.2M).

IMPROVEMENT

Intelligent Transportation System improvements on Fairfield Drive and Pensacola Boulevard, consistent with the Emerald Coast Safety Action Plan.

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 603 - 651

PROJECT NAME

Safe Streets and Roads for All (SS4A) Safety Action Plan Implementation: High Injury Network

PURPOSE

The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program, with \$5 billion in appropriated funds over 5 years (2022-2026). The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. As a recipient of an SS4A grant, ECRC produced a Safety Action Plan (December 2024). The Safety Action Plan guides the ECRC and the TPO regions in achieving the target of zero fatalities and serious injuries. The Safety Action Plan has included robust engagement with the public and relevant stakeholders, including the private sector and community groups, allowing for community representation and feedback. Information received from engagement and collaboration was analyzed and incorporated into the plan. Overlapping jurisdictions were included in the process. Plans and processes were coordinated and aligned with other governmental plans and planning processes to the extent practical.

IMPROVEMENT

This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area. The Needs Plan includes the Tier 1 High Injury Network, both roadway segments, and intersections, as prioritized for Escambia County and Santa Rosa County FL.

REGIONAL CONNECTIVITY

This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

TRANSIT

N/A

MAP ID 657 - 658

PROJECT NAME

EV Charging Station at Fricker Community Center [Smart Regions Master Plan] [657]
EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan] [658]

PURPOSE

ECRC developed the Smart Regions Master Plan (February 2025) to leverage smart technologies to enhance the quality of life of residents and visitors and to outline a roadmap for the deployment of smart region technologies and to identify a set of strategies and tactics to be implemented. Electric Vehicle (EV) charging is identified as a need in the National Electric Vehicle Infrastructure (NEVI) program is a part of the Infrastructure Investment and Jobs Act (IIJA) and incorporated into the Smart Regional Master Plan.

IMPROVEMENT

The need for public electric vehicle charging stations in the Emerald Coast community was examined via the following process: Identify and map existing public charging stations; Identify and map indicators of community need, such as historically disadvantaged communities or multifamily housing communities; Identify areas with a lack of public charging stations and high indicators of community need as priority areas for public charger deployment; and Within those priority areas, identify possible sites for public charger deployment. The following sites were then identified as possible public EV charging sites within the priority areas at: Fricker Community Center: 900 N F Street, Pensacola; and Grocery Advantage Shopping Center: 8084 N Davis Highway, Pensacola.

REGIONAL CONNECTIVITY

This EV Charging Stations are needed to provide public access the EV network.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

The Smart Regions Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

TRANSIT

N/A

Capacity Projects

Capacity Projects include both Non-Strategic Intermodal System (Non-SIS) Projects and SIS Projects, including the current Transportation Improvement Program (TIP) [FY25-29 and FY 26-30], and deficiency needs developed by the Northwest Florida Regional Planning Model, and the Baldwin County Transportation Model for the Orange Beach and Lillian Areas. Deficiencies based on volume-to-capacity (v/c) ratio [ratio over 1.0 is congested].

Capacity projects include Intersection Projects where the intersections are part of a roadway network such as along I-10.

MAP ID 200**PROJECT NAME**

US 90 - Provide 4 Lanes of Capacity

PURPOSE

Address the future demand and connection to US 90 (Baldwin County, AL) from Seminole, AL.

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 evaluate the need for multi-modal connectivity along the US 90 corridor extending into Alabama.

TRANSIT

No transit needs are identified along this corridor

MAP ID 201, 242, 229

PROJECT NAME

US 98 (AL) - Provide 4 Lanes of Capacity [201]
US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity (FL and AL) [242]
US 98 East end of Lillian Bridge to CR 297 (Dog Track Road) [229]

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 on US 98 extending from west Escambia County into Baldwin County 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 evaluate the need for enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT

No transit needs are identified along this corridor.

MAP ID 203

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 as 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 217, 204, 239, 146, 240

PROJECT NAME

US 90 (Mobile Highway) – Florida / Alabama State Line to Mobile Highway/ US 90 [217];
US 90A (West Nine Mile Road) – US 90 (Mobile Highway) to SR 99 (Beulah Road) [204];
US 90A (West Nine Mile Road) – SR 99 (Beulah Road) to SR 297 (Pine Forest Road) [239];
US 90A (West Nine Mile Road) - Nine Mile Road Pedestrian Overpass [146]
US 90A (West Nine Mile Road) – SR 297 (Pine Forest Road) to US 29 [240].

PURPOSE

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

IMPROVEMENT

Provide four to six lanes of capacity. Four lanes of capacity are identified in ID 217 to the state line. Six lanes of capacity are identified from east of ID 217 to US 29.

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, however, express transit to Navy Federal is proposed as ID 906.

MAP ID 205, 206, 207

PROJECT NAME

US 90A (East Nine Mile Road) – US 29 (SR 95) to University Parkway [205];
US 90A (East Nine Mile Road) – University Parkway to Davis Highway (SR 291) [206]
US 90A (East Nine Mile Road) - SR 291 (Davis Highway) to US 90 (Scenic Highway) [207]

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. Future deficiency is identified with the 2050 model between US 29 and Scenic Highway.

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 208, 811

PROJECT NAME

SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange [208];
I-10 @ SR 289 (Ninth Avenue) to I-10 @ SR 289 (Ninth Avenue) [811]

PURPOSE

Add additional roadway capacity and relieve traffic congestion. Capacity needed only if new I-10 / Ninth Avenue Interchange is needed. Interchange is SIS Unfunded Need 2634.

IMPROVEMENT

Provide six lanes of capacity with I-10 at Ninth Avenue interchange [SIS Unfunded Need 2634].

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 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 209

PROJECT NAME

SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge – South End 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, although express seasonal ECTA transit is proposed connecting to BRATS / Orange Beach (ID 1002).

MAP ID 210, 211, 212

PROJECT NAME

SR 292 Sorrento Rd – SR 297 to SR 173 (S. Blue Angel Parkway) [210]

SR 292 (Sorrento Rd / Gulf Beach Hwy from SR 173 (S. Blue Angel Parkway) to Fairfield [211]

SR 292 (Gulf Beach Highway) – SR 272 (Fairfield Drive) to SR 295 (Navy Boulevard) [212]

PURPOSE

The purpose of this project is to provide additional roadway capacity. [MIRR 5.5.6]

IMPROVEMENT

Provide four lanes of capacity, consistent with FPID 421011-2, FPID 218493-2, and -3. [218493-2: S.

Fairfield Dr. to Navy Blvd; and 218493-3 Blue Angel Pkwy to S. Fairfield Dr.]

REGIONAL CONNECTIVITY

This section of Sorrento Road/SR 292 is 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. SR 292 connects the Navy Point neighborhood and the Pleasant Grove area by a major roadway. SR 292 also connects to other major roadways such as S Blue Angel Parkway, Gulf Beach Highway, and Fairfield Drive.

PARALLEL FACILITIES

This section of Sorrento Road/SR 292 is 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. 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

All of Sorrento Road is currently not served by Escambia County Area Transit. ECAT Route 55 travels along the project segment from South Fairfield Drive to South Navy Boulevard.

MAP ID 213, 214, 224

PROJECT NAME

SR 727 (W. Fairfield Drive) – US 90 (Mobile Highway) to SR 298 (Lillian Highway) [213]

SR 727 (N. Fairfield Drive) - SR 298 (Lillian Hwy) to US 98 [214]

SR 727 (S. Fairfield Drive) – US 98 to SR 292 (Gulf Beach Highway) [224]

PURPOSE

Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT

Provide four lanes of capacity.

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

Continuous ECAT service along the corridor is not provided. 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 215, 216

PROJECT NAME

US 29 Connector West Bypass [Segment 2] US 29 (SR 95) to Muscogee Road [215]
US 29 Connector West Bypass [Segment 1] Muscogee Road to I-10 New Interchange [216]

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 new 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

ECAT does not have plans to service this area.

MAP ID 218, 230

PROJECT NAME

SR 296 (Saufley Field Road) – SR 173 (N. Blue Angel Parkway) to Sauflay Field Entrance [218]
SR 296 (Saufley Field Road) - US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway) [230]

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 Sauflay Field.

IMPROVEMENT

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

REGIONAL CONNECTIVITY

The project segment connects the Navy Outlying Field Sauflay 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 Sauflay 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 219

PROJECT NAME

CR 453 (North W. Street) from SR 295 (Fairfield Drive) to SR 750 (W. Airport Blvd)

PURPOSE

Add additional roadway capacity and reduce traffic congestion. Project need originates from 2050 Northwest FL Regional Planning Model update to correct deficiency.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects Beverly Parkway to West Airport Boulevard, which are two major roadways. The Brent 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 but intersects with ECAT Route 63 on W. Michigan Ave / Beverly Parkway.

MAP ID 242, 229, 222, 221, 220, 802

PROJECT NAME

US 98 [Lillian Hwy] from East End of Lillian Bridge to West End of Lillian Bridge [242];
US 98 East end of Lillian Bridge to CR 297 (Dog Track Road) / US 98 (Lillian Hwy) [229];
US 98 CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy) to SR 173 (S. Blue Angel Parkway) [222];
US 98 SR 173 (N. Blue Angel Parkway) to SR 727 (S. Fairfield Dr) [221];
US 98 SR 727 (S. Fairfield Dr) to SR 295 (N. Navy Blvd) [220]; and
US 98 at SR 295 (Navy Blvd) Intersection Improvements [802]

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

Provide four lanes capacity from the state line to SR 173, and six lanes of capacity from SR 173 to Navy Boulevard. Provide access improvements to Corry Station at Navy Exchange Road and intersection improvement at US 98 and Navy Boulevard.

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 Routes 57, 58, 59A, 59X utilize portions the project segment at Navy Exchange Road.

ECAT Route 58 services to the west.

MAP ID 223

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 225

PROJECT NAME

US 90 (Mobile Highway) – SR 295 (New Warrington Road) to SR 173

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. Additional capacity not indicated by Northwest FL Regional Planning model beyond SR 173.

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 228, 227, 226

PROJECT NAME

SR 298 (Lillian Hwy) - CR 297 (Dog Track Rd) / US 98 to SR 173 (N. Blue Angel Pkwy) [228];
SR 298 (Lillian Hwy) - SR 173 (N. Blue Angel) to SR 295 (N New Warrington Rd) [227];
SR 298 (Lillian Hwy) - SR 295 (N New Warrington Rd) to US 98 / US 90 (Mobile Hwy) [226].

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 231

PROJECT NAME

SR 292 (Gulf Beach Highway) at NAS West Gate

PURPOSE

Add additional roadway capacity, relieve roadway congestion; add an alternate route to Naval Air Station (NAS) Pensacola 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.

IMPROVEMENT

Provide 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 the SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT

There is no ECAT route along the project segment.

MAP ID 232**PROJECT NAME**

Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)

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 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

Not applicable for truck parking.

MAP ID 233

PROJECT NAME

Greenbrier Boulevard Extension – Chemstrand Road 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 234, 250, 251, 252, 253, 261, 262, 263, 267

PROJECT NAME

US 90 Scenic Highway to Escambia River Bridge at Santa Rosa County Line [234];
US 90 Escambia River Bridge at County Line to Simpson River Bridge [250];
US 90 Simpson River Bridge to Third Avenue [251];
US 90 Third Avenue to CR 197A Bell Lane [252];
US 90 CR 197A Bell Lane to Glover Lane [253];
US 90 Glover Lane to SR 87 N (Stewart Street) [261];
US 90 (Caroline Street) / SR 87 N (Stewart Street) to CR 89 (Ward Basin Road) [262];
US 90 (Caroline Street) CR 89 (Ward Basin Road) to SR 87S [263];
US 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5 from Escambia / Santa Rosa County Line to SR 87 [267]

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. Also identified as needed in the MIRR Project 5.6.5 from Escambia / Santa Rosa County Line to SR 87

IMPROVEMENT

Provide six lanes of capacity, with four lanes capacity through Milton and East 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 235

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 236**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 237**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 238

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 241

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 243, 813

PROJECT NAME

US 29 Connector East Bypass / CR 184 (Quintette Road) – US 29 (SR 95) to CR 197 (Chumuckla Highway / Five Points) [243]; CR 184 Quintette Road at CR 95A Intersection [813]

PURPOSE

Add additional roadway capacity and an alternative east / west connection across the Escambia River between Santa Rosa and Escambia Counties. Intersection reconfiguration is needed for improved function and safety and for truck / freight movements.

IMPROVEMENT

Provide four lanes of capacity and bridge replacement of the Quintette Road over the Escambia River. Reconfigure the intersection of E / W Quintette Road at Hwy 95A for improved function and safety.

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 244, 246

PROJECT NAME

CR 191B (Sterling Way) – CR 197A (Bell Lane) to Avalon Boulevard (SR 281) [244]
CR 197A (Bell Lane) - CR 191B (Sterling Way) to US 90 [246]

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. 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

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. 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 245

PROJECT NAME

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 and is complete (Phase 1)

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 247

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 248

PROJECT NAME

SR 399 (Navarre Beach Causeway) – US 98 (SR 30) to SR 399 (Gulf Boulevard); Navarre Bridge Realignment - Bridge Realignment (ETDM 14497)

PURPOSE

The purpose of this project is to address structural issues related to the existing CR 399 (Navarre Beach Causeway) bridges while accommodating future traffic volumes and addressing safety issues along CR 399 and at the US 98 and Gulf Boulevard intersections. The current bridge structures, constructed in 1960, are nearing the end of their useful service lives and are considered functionally obsolete by the FDOT. This project is needed due to the fact that the existing CR 399 (Navarre Beach Causeway) Bridges are considered functionally obsolete by FDOT, and the current navigational and vertical clearance of the north bridge do not meet the minimum requirements by the United States Coast Guard (USCG) for bridge height over the Gulf Intracoastal Waterway (GIWW). Additional roadway capacity is needed for CR 399 to accommodate future traffic volumes and to mitigate safety issues on the facility and at the intersections on both ends of the causeway and support hurricane evacuation. US 98 at the north end of the Navarre Beach Causeway is a Strategic Intermodal System (SIS) Corridor and the GIWW is also a designated SIS Waterway. It is vital that capacity is preserved in order to efficiently move passengers and freight on these facilities.

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 249

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 254**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. PD&E is under development and determine preferred alternative (2025).

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 255

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 256, 257

PROJECT NAME

CR 197 (Chumuckla Hwy) from US 90 to Five Points Intersection [256];
CR 197 (Chumuckla Hwy) from Five Points Intersection to Smyer Drive [257]

PURPOSE

Add additional roadway capacity and reduce traffic congestion, connecting to Quintette Road and US Connector for northern connection across the Escambia River (ID 243).

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 258, 259, 260, 268, 270, 300

PROJECT NAME

SR 87A New Connector from US 90 to CR 191 (Munson Hwy) [259]
SR 87A New Connector from CR 191 (Munson Hwy) to SR 87N [260]
SR 87N US 90 via SR 87A New Connector to FL-AL State Line [258]
SR 87 SIS incorporation (MIRR 5.6.8) [300]
NAS Whiting Munson Highway Connector MIRR Project 5.6.7 [268]
NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity [270]

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), 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, and to provide enhanced connections to NAS Whiting Field on both the east as west sides, consistent with the Military Installation Resilience Review (MIRR). This proposed system will enable transit support, travel time reductions to Naval Outlying Fields (NOLF) Santa Rosa and Choctaw, and a corridor for Hurricane Evacuation. The Whiting Aviation Park would benefit from the SR-87A Connector to lessen traffic congestion and offer support of maintenance, repair and overhaul activities in the planned industrial park.

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, and provide enhanced capacity and connections to NAS Whiting Field on both the east as west sides.

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 264**PROJECT NAME**

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 265, 276

PROJECT NAME

Frank Reeder Road / Devine Farm Road from SR 99 (Beulah Road) to CR 97 (Jacks Branch) [265]
Frank Reeder Road / Devine Farm Road I-10 Overpass (no connection to I-10) [276]

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.

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 266

PROJECT NAME

Davis Highway / Martin Luther King Two-Way Restoration – 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 269

PROJECT NAME

Connecting the Collectors on Eglin AFB at Hurlburt Field

PURPOSE

Provide alternative path to US 98 to Hurlburt Field by connecting two other projects: Navarre Community Access Road (Santa Rosa County project), and the Collector Road (Okaloosa County project), in coordination with Eglin Air Force Base, Hurlburt Field, and the Okaloosa-Walton Transportation Planning Organization (O-W TPO). The project is part of the ECRC Military Installation Resilience Review (MIRR) and brought forward by Hurlburt Field to the 2050 LRTP Steering Committee. Eglin Range access / security requirements to be resolved. Project is being coordinated through the Air Force Special Operations Command Traffic Roundtable working group which includes local, county, regional, state elected officials, FDOT, the Florida Defense Support Task Force, the Defense Support Initiative, and ECRC for the FL-AL and O-W TPOs. The First Special Operations Wing (1 SOW) under the Air Force Special Operations Command (AFSOC) at Hurlburt Field maintains a no-notice alert posture to support crisis response missions. This mission requires personnel to be recalled to base within a short timeframe to generate and launch aircraft. US 98 traffic backups could delay 1 SOW response, ultimately impacting a hostage rescue or other national mission. Over 4,000 service members live west of Hurlburt Field and rely on US 98 which is estimated at 166% of capacity, with 10K vehicles during peak hours.

IMPROVEMENT

New capacity improvement to be defined. Initially envisioned as 4-lane capacity, to be defined in conjunction with the related two projects under PD&E.

REGIONAL CONNECTIVITY

The project would provide for new regional connectivity between Santa Rosa and Okaloosa County, and between the two adjacent TPO areas of FL-AL and O-W.

PARALLEL FACILITIES

US 98 is the only parallel facility.

BICYCLES AND PEDESTRIANS

Multi-modal accommodations are under consideration with each of the two other projects and will be considered for continuation with the Connecting the Collectors project.

TRANSIT

Santa Rosa County does not have a public transportation system at this time. An extension of ECAT is considered in the 2050 LRTP for service through Santa Rosa County to Hurlburt Field.

MAP ID 271

PROJECT NAME

CR 184A (Berryhill Road) – Five Points Intersection / Chumuckla Highway to SR 89 (Dogwood Drive)

PURPOSE

Add roadway capacity, shared-use path, 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 272, 273, 299

PROJECT NAME

SR 297 (Pine Forest Rd) – US 90A (W. Nine Mile Road) to CR 297A [272];
SR 297 (Pine Forest Rd), Provide 4 Lanes Capacity North of I-10 SR 10 (US 90) W Nine Mile Rd [273];
SR 297 (Pine Forest Road) - Provide 6 Lanes of Capacity South of I-10 [299]

PURPOSE

Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT

Provide four lanes of capacity, consistent with FPID 4410563.

Provide six lanes of capacity on Pine Forest Road south of I-10, consistent with FPID 4410562 [SIS]

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. The SIS portion connects to SR 173 as a Military Access Facility to NAS Pensacola along Blue Angel Parkway.

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

ECAT Service on route 47 applies only south of I-10.

MAP ID 274

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. PD&E will select Preferred Alternative in 2025.

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 275**PROJECT NAME**

CR 297A – from East of Plymouth Lane to Devine Farm Road

PURPOSE

Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects with the SR 297 (Pine Forest Road) improvements, including CR 297, and the improvements on Nine Mile Road.

PARALLEL FACILITIES

Pine Forest Road and Nine Mile Road and the nearest major facilities, however, there are no true parallel facilities.

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 277

PROJECT NAME

E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park.

PURPOSE

Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency and provide service to West Florida Regional Medical Center (hospital), truck and freight access to the Ellyson Field Industrial Park, a former Naval Outlying Field converted to an industrial park.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects to SR 291 (North Davis Highway).

PARALLEL FACILITIES

Olive Road (SR 290) is a parallel facility but does not directly freight / truck needs of Ellyson Industrial Park.

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 278

PROJECT NAME

CR 749 (Chemstrand Road) – Nine Mile Road to E. Ten Mile 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 279**PROJECT NAME**

Willard Norris Road from SR 89 to Pea Ridge Connector

PURPOSE

Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects to the Pea Ridge Connector and SR 89.

PARALLEL FACILITIES

None.

BICYCLES AND PEDESTRIANS

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

TRANSIT

None.

MAP ID 280**PROJECT NAME**

Beulah and Kingsfield Road Reconfiguration - Provide 4-Lane Capacity

PURPOSE

Provide connectivity along Beulah Road north of I-10 connecting to Kingsfield Road. The Escambia County Sector Plan identifies growth in this area. Future Escambia County landfill build-out requires reconfiguration of Beulah Road north of I-10 and to accommodate the new I-10 at Beulah Road Interchange.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects Beulah Road to Kingsfield Road.

PARALLEL FACILITIES

None

BICYCLES AND PEDESTRIANS

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

TRANSIT

None.

MAP ID 813**PROJECT NAME**

CR 184 Quintette Road at CR 95A Intersection

PURPOSE

Realign intersection of East and West Quintette Roads at the intersection of CR 95A to accommodate truck turns and future growth in area.

IMPROVEMENT

Intersection reconfiguration, signalization, and turn lanes.

REGIONAL CONNECTIVITY

This project provides for greater connectivity in Cantonment / Cottage Hill communities on east side of US 29.

PARALLEL FACILITIES

None

BICYCLES AND PEDESTRIANS

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

TRANSIT

None.

MAP ID 281, 806

PROJECT NAME

I-10 – Alabama State Line to US 29 [281];
SR 99 (Beulah Road); and I-10 at SR 99 Interchange (Beulah Road) [806]

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion on I-10 from the State Line to US 29. The original PD&E has been divided into segments. The first segment involves the Beulah Road interchange. This purpose of the interchange is to provide for the growth anticipated from the Escambia County Sector Plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new interchange at Beulah Road, consistent with SIS First Five Year Plan 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. 433113-1 is currently in SIS First 5 Yr Plan (FY25-29) for R/W in 2025; and in the SIS Second 5 Yr Plan (FY30-34) for CST in FY 2031.

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 282, 283, 284, 285, 286

PROJECT NAME

I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [282]

I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [283]

I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [284]

I-10 (SR 8) from East of SR 87 to Miller Bluff Road [285]

I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [286]

PURPOSE

Add roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity, in accordance with SIS CFP (FY 35-50) [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)
- 413062-6 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 Miller Bluff Road (SR Co)
- 413062-9 From Miller 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 287, 812, 288, 289, 290, 291

PROJECT NAME

US 98 (Gulf Breeze Pkwy) – E. of Pensacola Bay Bridge to E. of Bayshore Rd [287];
US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass [812];
US 98 (Gulf Breeze Parkway) - Portside Drive to Bergren Road [288];
US 98 (Gulf Breeze Parkway) - Bergren Road to Ramble Bay Lane [289];
US 98 (Gulf Breeze Parkway) - Ramble Bay Lane to Ortega Street [290];
US 98 (Gulf Breeze Parkway) - Ortega Street to Okaloosa County Line [291].

PURPOSE

Add additional roadway capacity and reduce traffic congestion. Capacity expansion requires coordination with National Park Service (NPS) Gulf Islands National Seashore (GUIS) through the Naval Live Oaks area for consistency with the NPS GUIS Management Plan and NEPA document.

IMPROVEMENT

Provide six lanes of capacity, consistent with MIRR 5.8.1 and:

- SIS CFP [SIS project ID 3916]; 220426-8
- SIS CFP [SIS project ID 3490]; 220426-3
- SIS CFP [SIS project ID 3461]; 220426-4
- SIS CFP [SIS project ID 3564]; 220426-6
- SIS CFP [SIS project ID 3462]; 220426-5
- Provide major intersection reconfiguration at Gulf Breeze Parkway and SR 399, with SUNTrail connectivity.
- SIS project modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

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 292, 293, 294, 295, 296, 297, 298, 231

PROJECT NAME

SR 173 (N. Blue Angel Parkway) PD&E from US 98 to SR 297 [294]
SR 173 (N. Blue Angel Parkway) US 98 to Kennedy Drive [295]
SR 173 (N. Blue Angel Parkway) Kennedy Drive to CR 296 Sauflley Field Drive [296]
SR 173 (N. Blue Angel Parkway) CR 296 Sauflley Field Drive to SR 10 (US 90) [297]
SR 173 (N. Blue Angel Parkway) SR 10 (US 90) to SR 297 (Pine Forest Road) [298]
SR 173 (S. Blue Angel Parkway) SR 292 (Gulf Beach Highway) to US 98 [293]
SR 292 (Gulf Beach Highway) at NAS West Gate [231]
SR 173 (S. Blue Angel Parkway) - Dedicated truck lane w/ signage/signal [292]

PURPOSE

Add additional roadway capacity, relieve roadway congestion; provide alternate route to Naval Air Station (NAS) Pensacola as a SIS Military Access 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 3912]; and Feasibility Study to PD&E Study 421012-2 (SR 173 from US 98 to SR 297); and Feasibility Study 441056-1 (SR 297 from SR 173 to SR 10). (MIRR: 5.5.5) [SIS] [MAF].

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 Sauflley 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.

MAP ID 301**PROJECT NAME**

SR 750 (Airport Boulevard) at Railroad Crossing

PURPOSE

Provide an overpass over the railroad tracks that crosses 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 302

PROJECT NAME

US 29 (SR 95) – 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 303

PROJECT NAME

SR 99 Beulah Rd

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. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT

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 304

PROJECT NAME

Wilde Lake Blvd

PURPOSE

Wilde Lake Boulevard is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT

Widen to 12 ft wide lanes with paved shoulders from Klondike Road to US 297 (Pine Forest Road), spanning approx. 1.1 miles.

REGIONAL CONNECTIVITY

Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES

Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS

There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT

ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 305**PROJECT NAME**

Klondike Rd

PURPOSE

Klondike Road is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT

Widen to 12 ft wide lanes with paved shoulders from Wilde Lake Blvd to US 90 (Mobile Hwy), spanning approx. 1.6 miles.

REGIONAL CONNECTIVITY

Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES

Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS

There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT

ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 306**PROJECT NAME**

Eight Mile Creek Rd

PURPOSE

Eight Mile Creek Road is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT

Widen to 12 ft wide lanes with paved shoulders from Wilde Lake Blvd to US 90 (Mobile Hwy), spanning approx. 1.8 miles.

REGIONAL CONNECTIVITY

Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES

Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS

There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT

ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 307, 308

PROJECT NAME

AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity Beaver Creek Ln to Foley Beach Express [308]
AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity AL SR 59 to Beaver Creek Ln [308]

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 along AL SR 180 connecting to Foley Beach Express.

REGIONAL CONNECTIVITY

Foley Beach Express provides north / south connectivity and SR 180 provides east / west connectivity through Orange Beach. 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

AL SR 180 is the primary east / west facility. There are no major parallel facilities in Orange Beach.

BICYCLES AND PEDESTRIANS

Multi-modal accommodation is incorporated to provide regional multi-modal accommodation in Orange Beach.

TRANSIT

No fixed-route transit is available. Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

Intersection Projects

Some Intersection Projects are included in the Capacity Project category where the intersections are part of a roadway network such as along I-10.

MAP ID 800

PROJECT NAME

AL Foley Beach Express - Intersection Reconfiguration

PURPOSE

Intersection reconfiguration is envisioned with City of Orange Beach Master Plan to provide easier transition from SR 180 (Canal Road) and the surrounding roadways in Orange Beach, and to enhance safety and traffic congestion. This location is experience growth and increased demand associated with build-out of The Wharf entertainment complex.

IMPROVEMENT

Provide intersection reconfiguration of Foley Beach Express at Canal Road; configuration not yet determined.

REGIONAL CONNECTIVITY

Beach Express and Waterways project [504] is under construction and will provide two lanes one-way southbound in conjunction with Foley Beach Express connecting at AL SR 180.

PARALLEL FACILITIES

AL SR 180 and Foley Beach Express are the primary facilities for east / west and north / south regional connectivity in Orange Beach.

BICYCLES AND PEDESTRIANS

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

TRANSIT

Fixed-route transit is currently not available.

MAP ID 801**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 intersection does not provide for regional connectivity; however, SR 289 does provide regional connectivity across and through Pensacola as a State Road.

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 803

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 804, 805

PROJECT NAME

CR399 (East Bay Boulevard) Roundabouts at Edgewood Drive [804] and Andorra Street [805]

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.

MAP ID 807

PROJECT NAME

I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)

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 Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905- 1; and design project 437905-2. Design Phase funding is in the First 5-Year SIS Plan (FY 25). Construction is in the SIS Second 5-Year Plan for FY 30.

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 808, 809, 810

PROJECT NAME

I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 US 29) [808];
I-10 (SR 8) at SR 297 [Pine Forest Road] Major Intersection Improvement Exit 7 [SIS ID 3574] and
Interim WB Ramp Extension (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS ID 3574] [809];
I-10 (SR 8) at US 29 (SR 95) major interchange reconstruction [810] (project under construction).

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 Escambia County sector plan. Related to SR 297 Pine Forest Road improvements.

IMPROVEMENT

Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest, consistent with SIS project ID 3574]; and PD&E 437905-1 and design project FPID 437905-2. The SIS First Five Year Plan (FY25-29) identifies Design phase funding (\$7.7M) in FY 25. The SIS Second Five Year Plan (FY30-34) identifies Right-of-Way phase funding (\$21.2M) in FY 31. The SIS Long Range Cost Feasible Plan (FY35-50) identifies Construction phase for SIS Project ID 3574 (\$254.2M) in FY 41-45.

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 812

PROJECT NAME

US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement

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. Links to ID 143, Soundview SUNTrail and ID 95, SUNTrail unfunded gap.

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 814, 815, 816

PROJECT NAME

Reimagine Jackson Implementation Projects

- Intersection Improvements (Roundabouts) on W. Jackson and N 49th Avenue, N 62nd Avenue, N 65th Avenue, and N 72nd Avenue [814];
- Intersection realignment / improvement at New Warrington Road [815];
- Intersection realignment / improvement at Pace Blvd [816]

PURPOSE

The Reimagine Jackson plan was a collaboration between Escambia County and City of Pensacola, including the Community Redevelopment Agency areas of both. The plan was completed in August 2023. The study area encompasses W Jackson Street from N A Street to W Fairfield Drive and a 0.25- mile buffer. The project aims to develop an implementable master plan for the corridor, ensure all voices are heard during the corridor planning process, and develop an inclusive vision based on community inputs. In 10 years, Jackson Street will be an east-west gateway between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an internationally diverse community fabric with enhanced transportation and upgraded utility infrastructure. It will have vibrant community nodes, including local businesses, community gathering places, and recreational spaces. People of all ages and abilities can safely and conveniently walk, bike, or ride.

IMPROVEMENT

The projects identified include providing continuous sidewalks, a shared-use path, intersection improvements envisioned as mini-roundabouts and major intersection improvements at New Warrington Rd and Pace Blvd.

REGIONAL CONNECTIVITY

W. Jackson provide regional connectivity from West Pensacola into Escambia County.

PARALLEL FACILITIES

Cervantes Street is the major parallel facility.

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian facilities are discontinuous.

TRANSIT

ECAT provides public transit options in the study area. Four (4) bus routes- Routes 2, 55, 44 and 48 service the corridor and originate at an ECAT Transfer Center, the Rosa L. Parks Transit Complex.

Corridor Management Projects

MAP ID 400

PROJECT NAME

West Main Street Stormwater and Multi-Modal Design Project

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. Project is funded for construction in as 440904-1 in FY 26/27.

IMPROVEMENT

Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way; 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.

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 (routes 48, 64). However, transit stops are not located along Main Street from Barrancas Avenue to Clubbs Street.

MAP ID 401

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. 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 402

PROJECT NAME

US 90 (West Cervantes Street) – Dominques 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. RAISE Grant for Project ID 4553521 will define improvements on SR 10 (US 90) Cervantes Street from CR 453 (“W” Street) to Bayou Texar Bridge.

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 403

PROJECT NAME

SR 295 (W. Fairfield Dr.) - Corridor Management Plan/Complete Streets Study from US 98 to US 29

PURPOSE

The purpose of the project is to provide corridor management study for congestion and delay and safety improvement.

IMPROVEMENT

Corridor study to identify safety and multimodal improvements.

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 404

PROJECT NAME

US 90 (Cervantes Street) USDOT RAISE 2024 Grant Corridor Study [FY-AL TPO FY25-29 TIP]

PURPOSE

Provide a Lane Elimination / Road Diet consistent with the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project. RAISE Grant and TIP Amendment (December 2024) to add design costs in FY 2024/2025 for Project ID 4553521- SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge, a corridor planning project, at a total cost of \$4,872,791.

IMPROVEMENT

RAISE Grant for Project ID 4553521 will define improvements on SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge.

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 provides alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS

A 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 (routes 2 and 41), but many of the stops are not ADA compliant along Cervantes.

MAP ID 405

PROJECT NAME

17th 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 406**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 407

PROJECT NAME

SR 295 (Navy Boulevard) – SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance [MIRR Project 5.5.2]

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 408

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 409**PROJECT NAME**

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

PURPOSE

Corridor study for improvements and safety requested 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 410

PROJECT NAME

SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) from North W Street to SR 289 (Ninth Avenue)

PURPOSE

The purpose of the project a corridor study for safety, reduce traffic congestion, and to incorporate significant new construction for Baptist Hospital campus relocation.

IMPROVEMENT

Conduct a Corridor Study to determine if additional capacity or other improvements are needed.

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

New ECAT services are provided to the new Baptist Hospital.

MAP ID 411**PROJECT NAME**

SR 89 (Dogwood Drive) Corridor Management Plan/Complete Streets Study from US 90 (Caroline Street) to SR 87 (Stewart Street)

PURPOSE

The purpose of the project is to complete a corridor study for SR 89 (Dogwood Drive) f to reduce traffic congestion and improve safety.

IMPROVEMENT

Create a Corridor Study – specific improvements to be determined.

REGIONAL CONNECTIVITY

This project connects US 90 in Milton with SR 87. Dogwood Drive is heavily travelled and serves as an important north/south corridor through Milton.

PARALLEL FACILITIES

SR 87 is the primary parallel facility.

BICYCLES AND PEDESTRIANS

Multi-modal improvements have been made and are present along portions of the corridor.

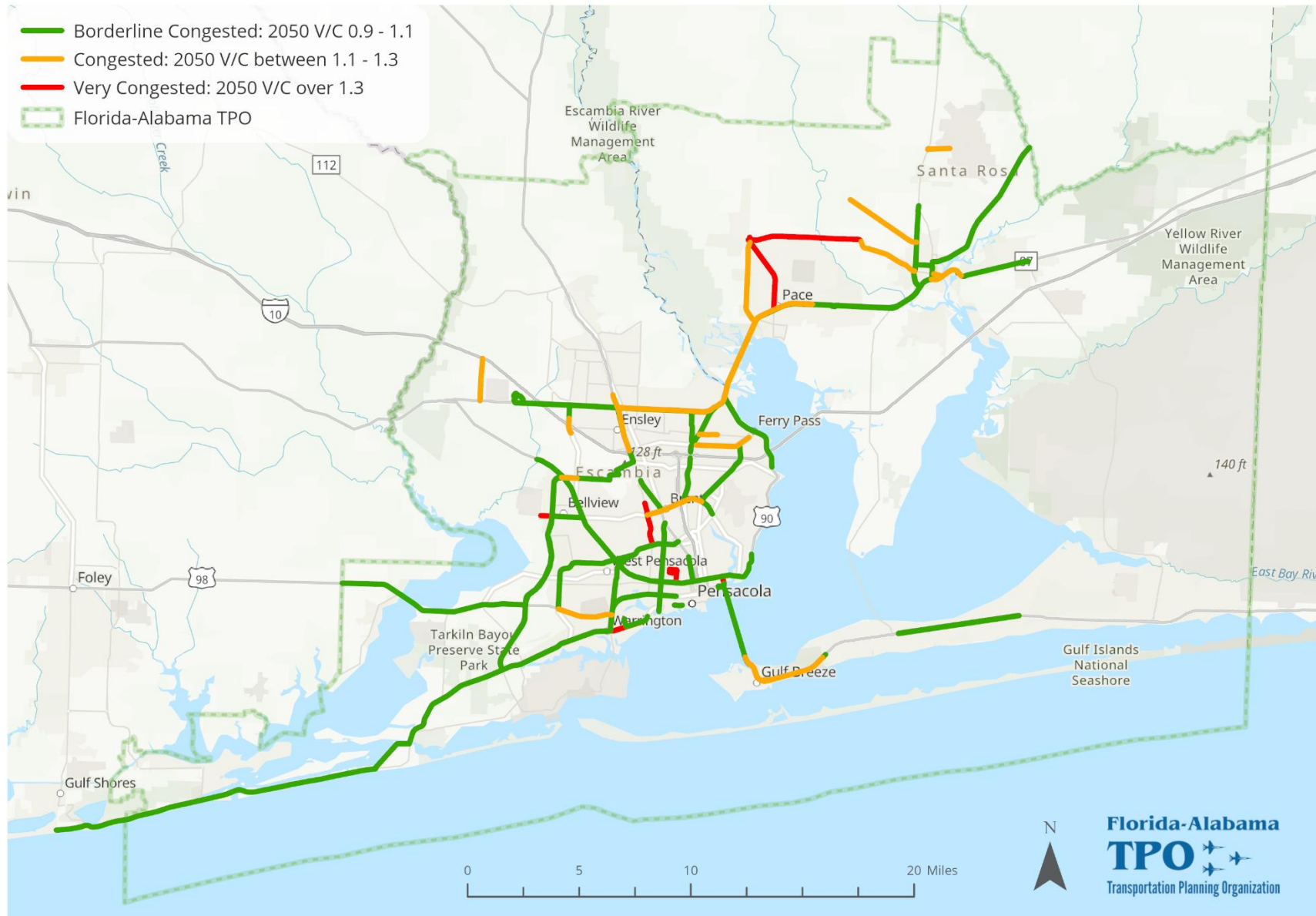
TRANSIT

None.

APPENDIX I – 2050 NEEDS PLAN DEFICIENCY MAP

2050 FLORIDA-ALABAMA DEFICIENCY MAP

Florida-Alabama TPO - 2050 Long Range Transportation Needs Plan Needs Deficiencies - 2050 Volume/Capacity



6/11/2025

FA_2050_LRTP waltonj

APPENDIX J – RESOLUTION FL-AL 25-06 NEEDS PLAN

RESOLUTION FL-AL 25-06

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 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 TPO Long Range Transportation Plan 2050 Update, developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Florida-Alabama TPO approved the Long Range Transportation Plan (LRTP) 2050 Update Scope of Services on November 8, 2023; and

WHEREAS, three public workshops, a survey, and comment cards, were the techniques employed for the public to provide comments on the LRTP 2050 Needs Plan; and

WHEREAS, LRTP 2050 Needs Plan projects were endorsed 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, LRTP 2050 Needs Plan consists of multimodal projects;

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

The Florida-Alabama TPO approves the Needs Plan for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 14th day of May 2025.

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Steven Barry, Chair

ATTEST: 