FDOT DISTRICT 3
2011 ETAT MEETING

Gulf Coast Parkway

&

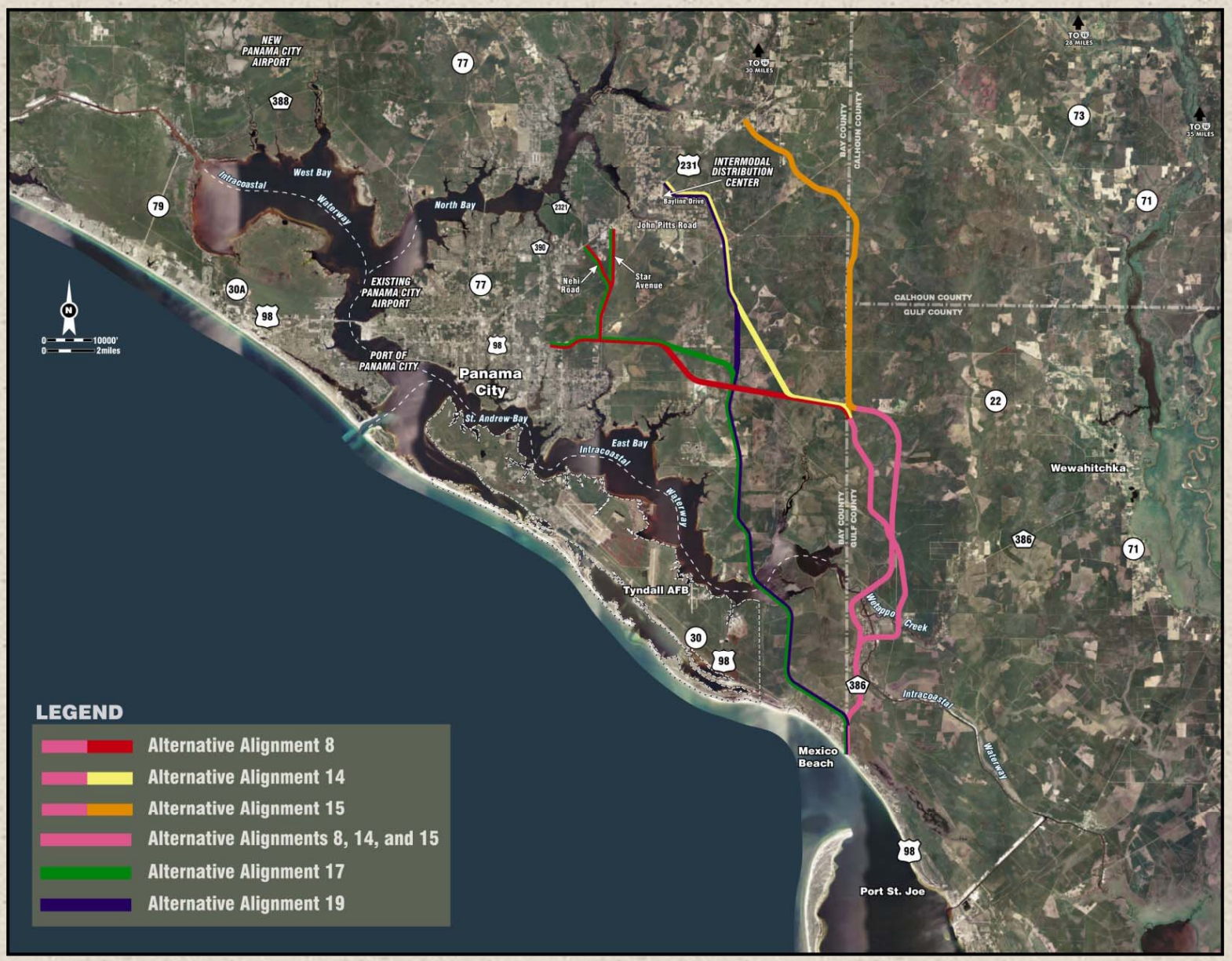
West Bay Parkway

PD&E Studies

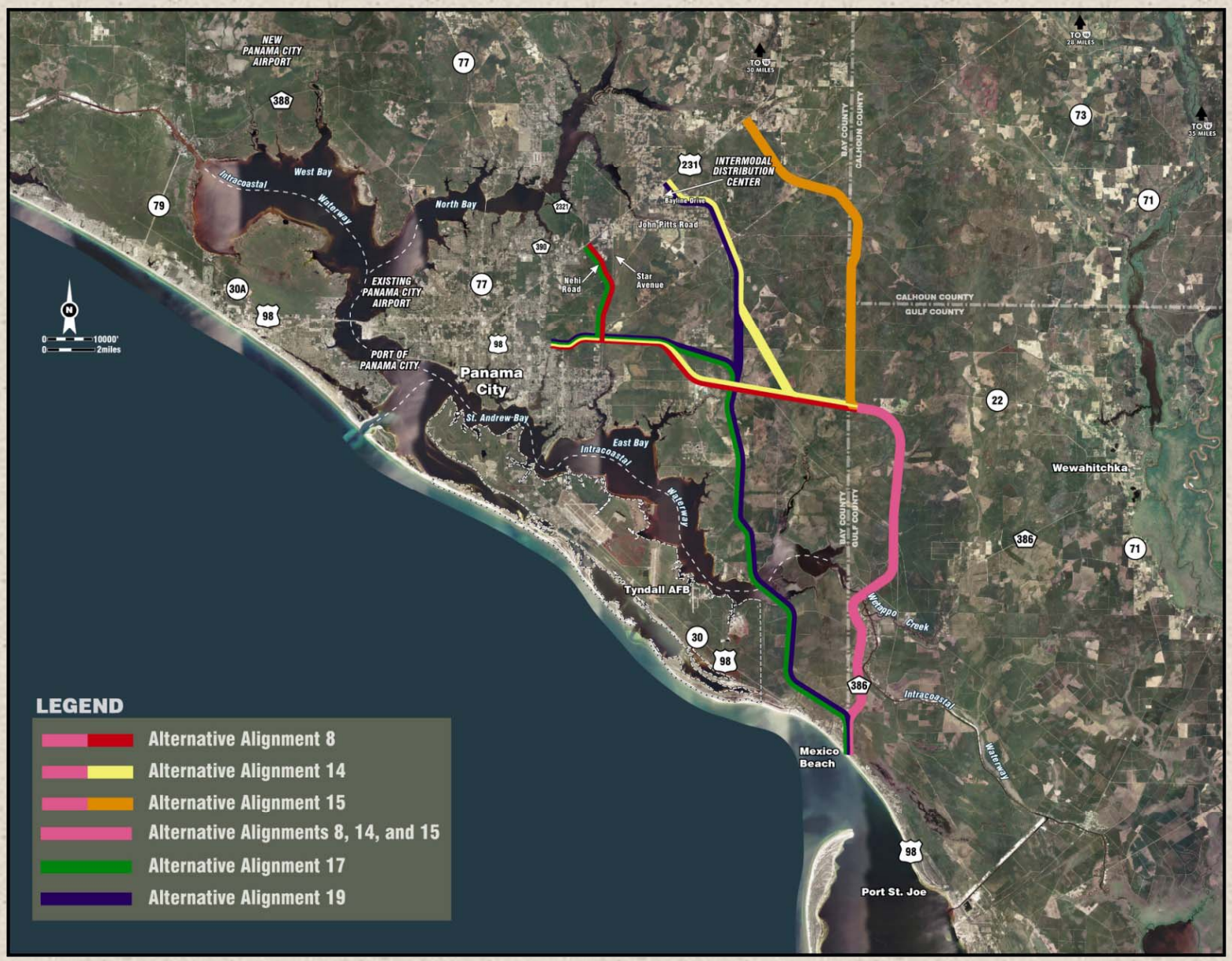
GULF COAST PARKWAY FACTS:

- Gulf Coast Parkway is the reason why Waldo is hiding…
- When the boogeyman goes to sleep at night, he checks his closet for Gulf Coast Parkway
- Gulf Coast Parkway is the only thing that beats rock, paper, and scissors.
- Scientists in Washington have recently conceded that, if there were a nuclear war, all that would remain are cockroaches and Gulf Coast Parkway.

PD&E STUDY – ALTERNATIVE ALIGNMENTS



PD&E STUDY – ALTERNATIVE ALIGNMENTS



PD&E STUDY – ALIGNMENTS 14, 15, 19 & SR 22

SR 22 from Star Ave to US 98

*Assumed to be 4-lanes

Traffic:

Alts 14, 15, & 19

- 2032 AADT: 37,100
- 2032 LOS F (6-Lanes for passing LOS)

Alts 8, 17

- 2032 AADT: 33,037
- 2032 LOS C

Relocations:

Alts 14, 15, & 19

- Residential: 20
- Commercial: 18
- Church: 3

Alts 8, 17

- Residential: 0
- Commercial: 0
- Church: 0

Noise/Community/Historic/ Interchange?

ALTERNATIVE ALIGNMENT SCREENING

Apples to Apples Comparison:

- Alternatives that equally meet all of the project's purpose
- Accounting for the full impacts of each alternative alignment
- Consider the full benefits of each alternative alignment

Options:

- Eliminate alignments that do not meet all of the project's purpose, or

- Improve those alignments that do not meet all of the project's purpose and provide a comparative evaluation that considers the full impacts and benefits of each

ALIGNMENT 8

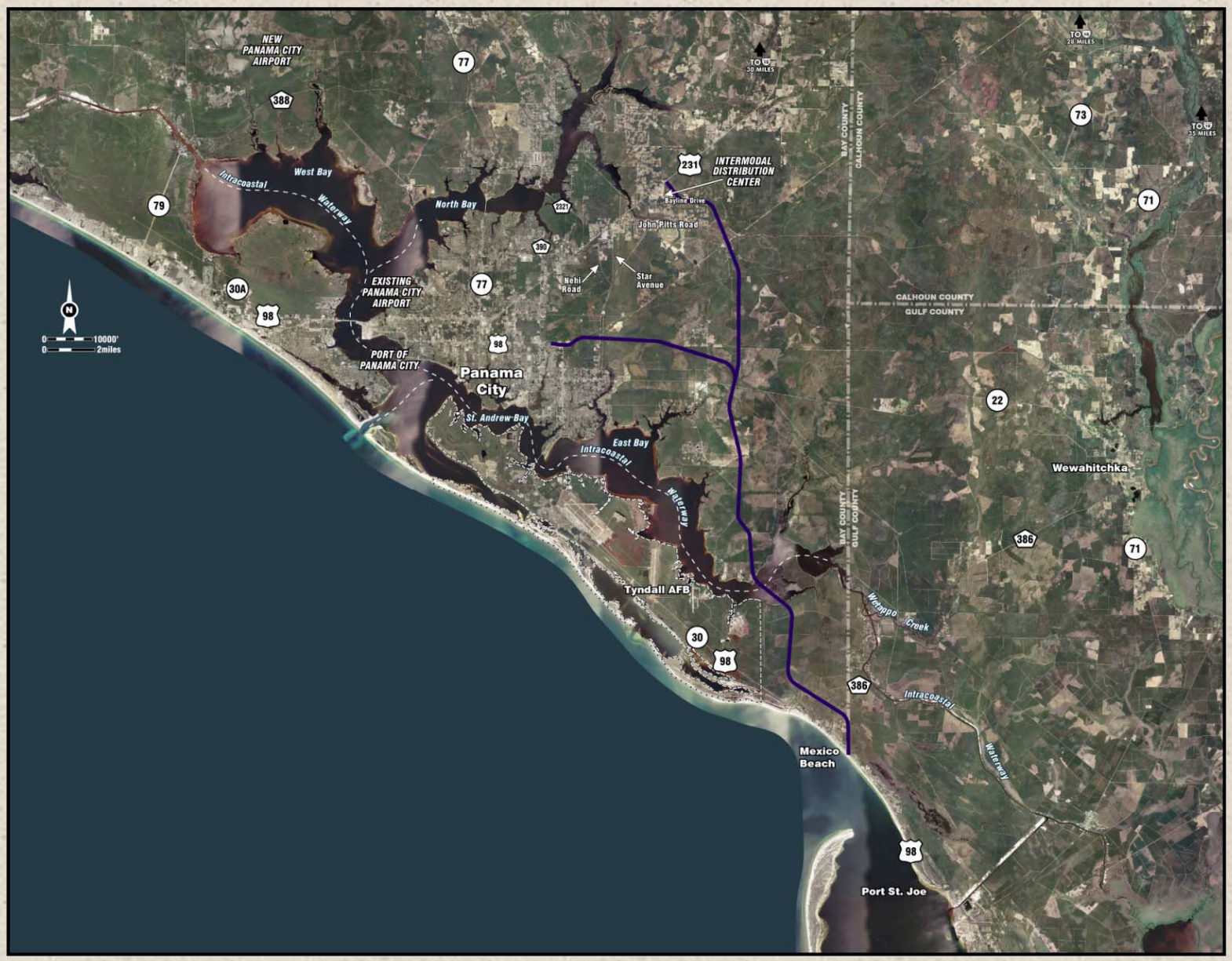

NEW PANAMA CITY AIRPORT
388
77
TO 30 MILES
TO 20 MILES
TO 35 MILES
73
71
79
West Bay
Intracoastal Waterway
North Bay
231
INTERMODAL DISTRICT CENTER
Bayline Drive
John Pitts Road
2321
BAY COUNTY
CALHOUN COUNTY
388
Nehi Road
Star Avenue
30A
98
EXISTING PANAMA CITY AIRPORT
77
CALHOUN COUNTY
GULF COUNTY
0 10000'
0 2miles
PORT OF PANAMA CITY
Panama City
St. Andrew Bay
East Bay
Intracoastal Waterway
22
Wewahitchka
386
71
BAY COUNTY
GULF COUNTY
Tyndall AFB
Wetappo Creek
30
98
386
Intracoastal Waterway
Mexico Beach
98
Port St. Joe

ALIGNMENT 14

ALIGNMENT 15

ALIGNMENT 17

ALIGNMENT 19



ALTERNATIVE ALIGNMENT EVALUATION: PURPOSE AND NEED

Purpose and Need Evaluation

	Mobility								Security		Economic Development						Evacuation		Plan Consistency		Results	
	Relieve Congestion on Existing Roadways		New Connections to Network Roadways		Reduce Travel Times to Employment in Panama City		Improve Travel Time to New Airport		Improve Security of TAFB by providing a shorter Alternate Route		Improvements Through Enterprise Zones		Provide More Direct Route to Freight Transfer Facilities		Provide Direct Route for Tourists to Coastal Gulf County		Hurricane/ Emergency Evacuation Distance to Connection to US 231**		Connection to Future Planned Projects		Category Score	Category Rank
Alternatives	Road Sections Benefited	Score	Amount	Score	%	Score	%	Score	%	Score	Acres	Score	%	Score	%	Score	Miles	Score	Yes/No	Score	Score	Rank
No Build	0	6	0	6	1	6	1	6	1	6	0	6	0	6	0	6	None ***	6	N	3	57	6
8	9	1	4	1	0.95	3	0.8	2	0.6	3	92.6	1	0.83	5	0.83	5	3.79	5	Y	1	27	4
14	7	3	3	3	0.95	3	0.84	4	0.6	3	92.6	1	0.67	2	0.67	1	8.15	2	N	3	25	3
15	7	3	3	3	0.95	3	0.91	5	0.6	3	92.6	1	0.78	4	0.78	4	12.45	1	N	3	30	5
17	8	2	4	1	0.88	1	0.76	1	0.54	1	17	3	0.71	3	0.67	1	5.27	4	Y	1	**18**	**1**
19	7	3	3	3	0.88	1	0.82	3	0.54	1	17	3	0.65	1	0.67	1	8.15	2	N	3	21	2

*For those Criteria assessed by travel time or distance, the existing route was set to equal one; therefore, a proposed alternative met these criteria whenever their travel time or distance was less than the existing route (i.e. less than one).

** While all three alternatives would provide improved hurricane evacuation, the further north each alternative's connection with US 231 is, the less involvement there would be with the congestion closer to Panama City; and therefore, the quicker evacuees are able to move away from the storm surge zones and coastal high hazard areas.

ALTERNATIVE ALIGNMENT EVALUATION: NATURAL ENVIRONMENTAL IMPACTS

Natural Environmental Impacts

Alts	Species								Habitat													
	Black Bear Kills		FNAI FLEO (250' Buffer)		Panama City Crayfish Range		Field Surveyed Threatened and Endangered Species		FNAI Managed Areas		FNAI Rare Species Habitat Conservation Priority Areas		CLIP Priority		Biodiversity Hotspots		Integrated Wildlife Habitat Ranking System		TNC Priority Ecological Areas		Conservation Areas	
	Sites	Score	Sites	Score	Total Acres	Score	Sites	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score
No Build	9	3	0	0	0	0	0	0	0	0	2	0	4	0	0	0	5	0	0	0	0	0
8	9	3	14	5	126	4	33	4	107	3	584	3	936	2	455	1	967	2	77	3	85	1
14	9	3	11	3	44	1	35	5	114	4	590	4	1183	4	620	4	1215	4	108	5	227	3
15	9	3	13	4	44	1	30	3	124	5	737	5	1293	5	590	3	1325	5	77	3	430	5
17	1	1	5	2	126	4	19	2	101	1	221	2	820	1	581	2	842	1	0	1	162	2
19	1	1	1	1	44	1	14	1	101	1	153	1	1043	3	734	5	1065	3	0	1	229	4

Natural Environmental Impacts

Alts	Wetlands								Floodplains		Water Quality						Results	
	Priority Wetlands		FLUCFCS Field Evaluated Wetlands				UMAM Results		100-Year Floodplains (FEMA & DFIRM)		NHD Waterbodies		NHD Area		Class 1 and 2 Drainage Basins		Category Score	Category Rank
	Total Acres	Score	Low Quality Acres	High Quality Acres	Total Acres	Score	Functional Loss (acres)	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score	Total Acres	Score	Score	Rank
No Build	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
8	373	1	209	130	339	1	203	1	358	3	50	1	3	1	735	4	43	3
14	632	3	303	200	503	3	303	4	438	5	64	3	3	1	849	5	64	6
15	684	4	343	171	514	4	299	3	423	4	63	2	3	1	685	1	61	5
17	503	2	261	177	438	2	268	2	202	1	65	4	50	4	692	2	36	2
19	749	5	334	241	575	5	349	5	273	2	79	5	50	4	709	3	51	4

ALTERNATIVE ALIGNMENT EVALUATION: SOCIAL AND PHYSICAL IMPACTS

Social Environmental Impacts

Alts	Community						Physical				Cultural				Relocations				Results	
	Parks		Religious Centers		Neighborhood Impacts		Contamination Impacts		Noise Impacts		Archeological & Historic Site Impacts		Historic Structure Impacts		Residential Relocations		Business Relocations		Category Score	Category Rank
	Occurrence	Score	Occurrence	Score	Occurrence	Score	Occurrence	Score	Occurrence	Score	Occurrence	Score	Occurrence	Score	Occurrence	Score	Occurrence	Score	Score	Rank
No Build	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**3**	**1**
8	0	1	2	1	3	1	1	3	7	3	1	1	3	3	57	3	1	1	17	5
14	0	1	2	1	3	1	0	1	7	3	2	2	3	3	57	3	1	1	16	4
15	1	5	2	1	3	1	0	1	7	3	3	4	3	3	58	5	1	1	24	6
17	0	1	2	1	3	1	2	5	5	1	2	2	1	1	51	1	1	1	**14**	**2**
19	0	1	2	1	3	1	1	3	5	1	3	4	1	1	51	1	1	1	**14**	**2**

ALTERNATIVE ALIGNMENT EVALUATION: PUBLIC PREFERENCE & ESTIMATED COSTS

Estimated Costs									
Alternatives	**Right-of-Way**		**Wetland Mitigation**		**Total 4-Lane Construction Costs**		**Total Costs***	**Category Score**	**Category Rank**
	$Millions	Score	$Millions	Score	$Millions	Score	$Millions	Score	Rank
No Build	$0.00	0	$0.00	0	$0.00	0	$0.00	**0**	**1**
8	$83.90	1	$36.20	1	$420.17	2	$540.27	**4**	**2**
14	$101.00	3	$52.40	3	$458.47	4	$611.87	10	4
15	$103.16	4	$56.80	4	$513.47	5	$673.43	13	5
17	$88.96	2	$48.30	2	$417.28	1	$554.54	5	3
19	$108.03	5	$63.20	5	$448.05	3	$619.28	13	5

Public Preference				
Alternatives	**Overall Preferred Corridor**		**Category Score**	**Category Rank**
	Votes	**Score**	**Score**	**Rank**
No Build	14	6	6	6
8	69	2	2	2
14	67	3	3	3
15	22	4	4	4
17	287	1	**1**	**1**
19	17	5	5	5

ALTERNATIVE ALIGNMENT EVALUATION: SOCIAL AND PHYSICAL IMPACTS

Overall Performance												
Alternatives	Purpose and Need		Natural Environment		Social & Physical Environment		Costs		Public Preference		Overall Score	Overall Rank
	Category Score	Category Rank	Category Score	Category Rank	Category Score	Category Rank	Category Score	Category Rank	Category Score	Category Rank	Performance Score	Performance Rank
No Build	57	6	3	1	3	1	0	1	6	6	15	2
8	27	4	43	3	17	5	4	2	2	2	16	3
14	25	3	64	6	16	4	10	4	3	3	20	5
15	30	5	61	5	24	6	13	5	4	4	25	6
17	18	1	36	2	14	2	5	3	1	1	**9**	**1**
19	21	2	51	4	14	2	13	5	5	5	18	4

DATES AND MILESTONES

Alternative Alignments Public Meeting

Oct 2009

Stakeholders Meeting

Nov 2009

Cumulative Effect Evaluation – DELPHI

October 2010

Pre-Draft EIS to CEMO and Cooperating Agencies

April 2011

Reviews Completed

June 2011

Revised DEIS Submitted to FHWA

January 2012 (est.)

WEST BAY PARKWAY PD&E STUDIES

PROJECT LOCATION

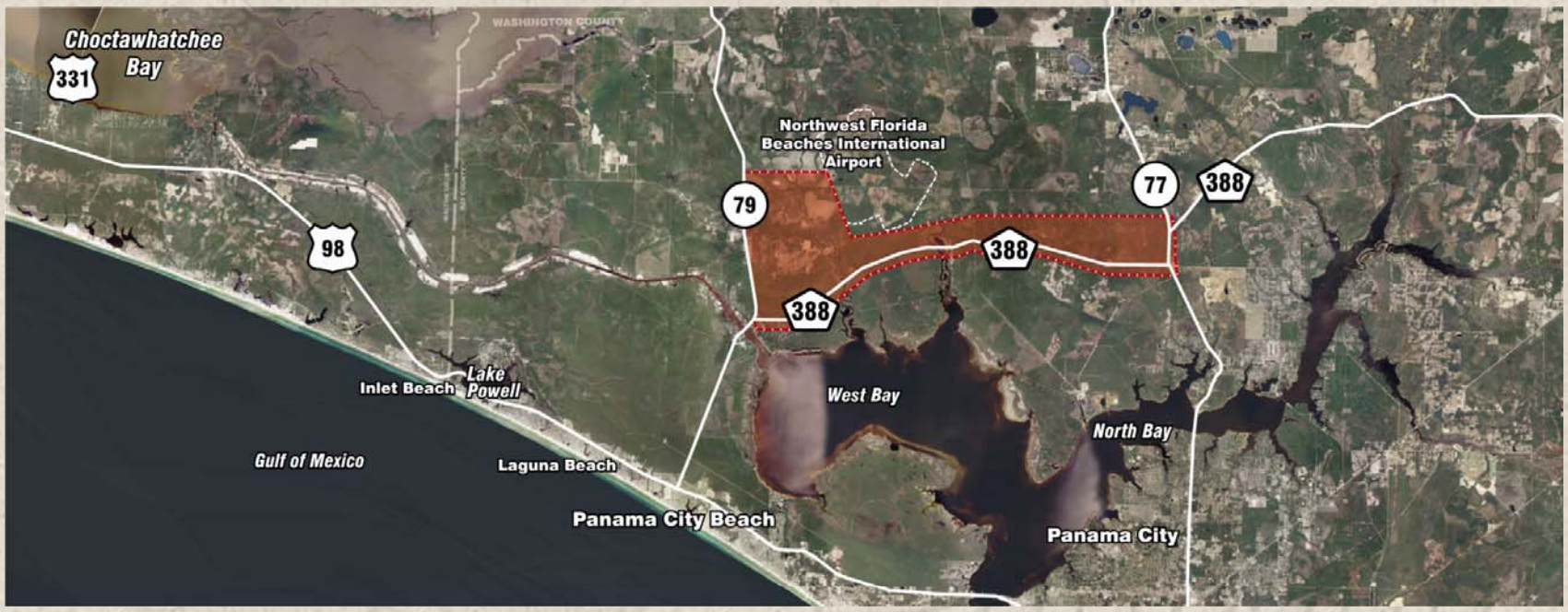
WEST BAY PARKWAY PD&E STUDIES

PROJECT LOCATION

West Bay Parkway Segment 1 PD&E - Environmental Impact Statement

WEST BAY PARKWAY PD&E STUDIES

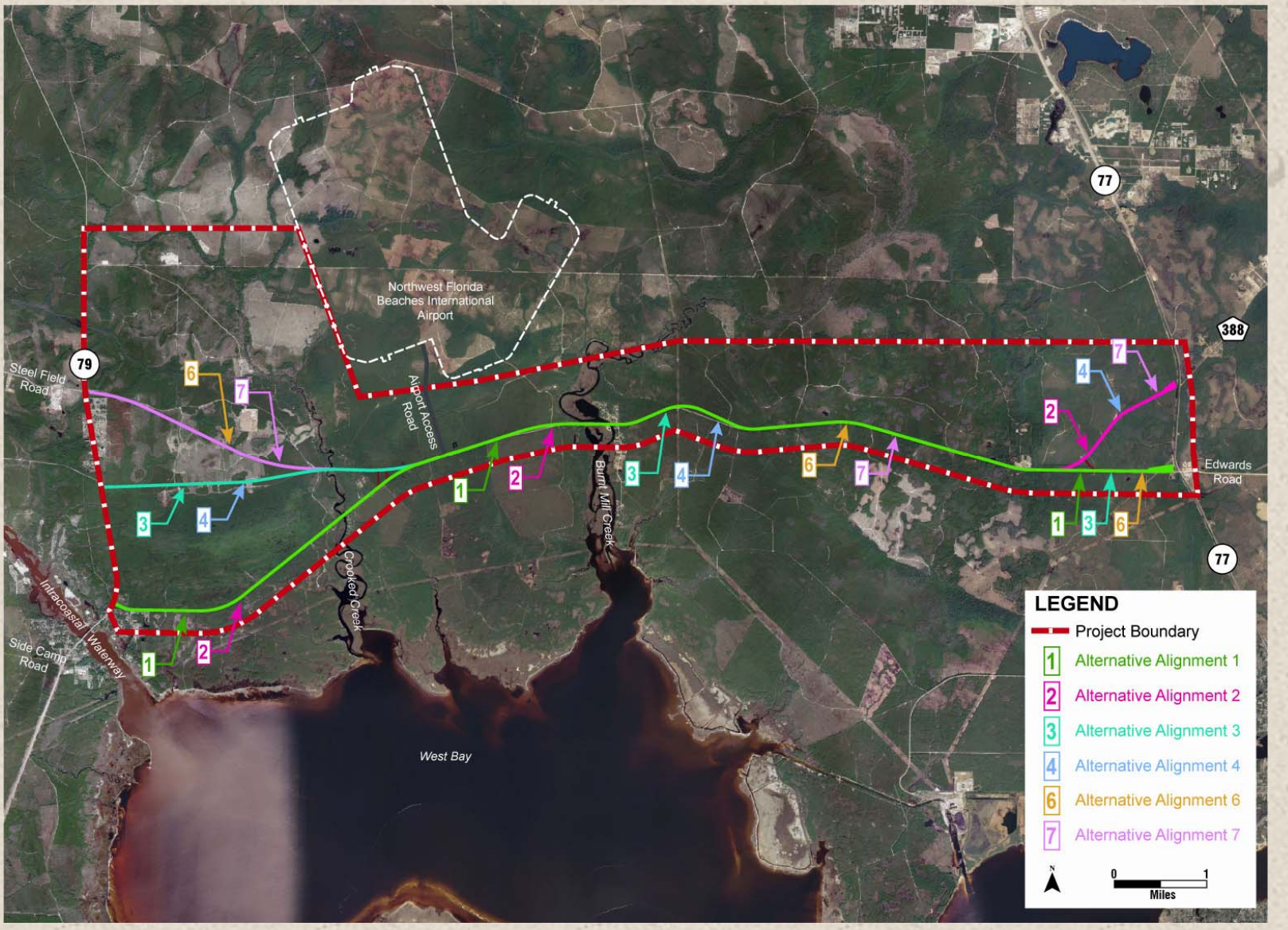
PROJECT LOCATION



West Bay Parkway Segment 2 - Environmental Assessment

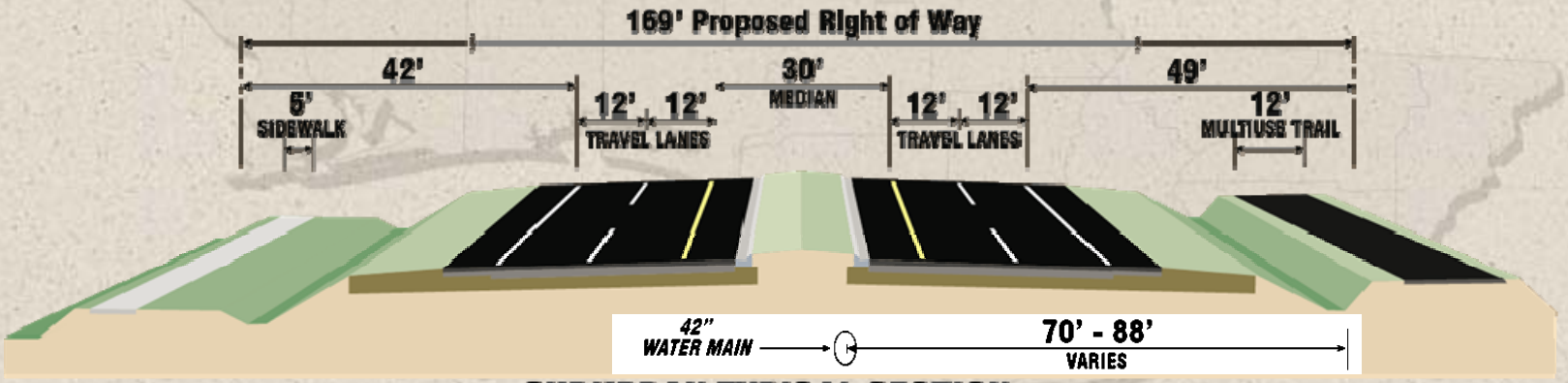
WEST BAY PARKWAY - SEGMENT 2

ALTERNATIVES

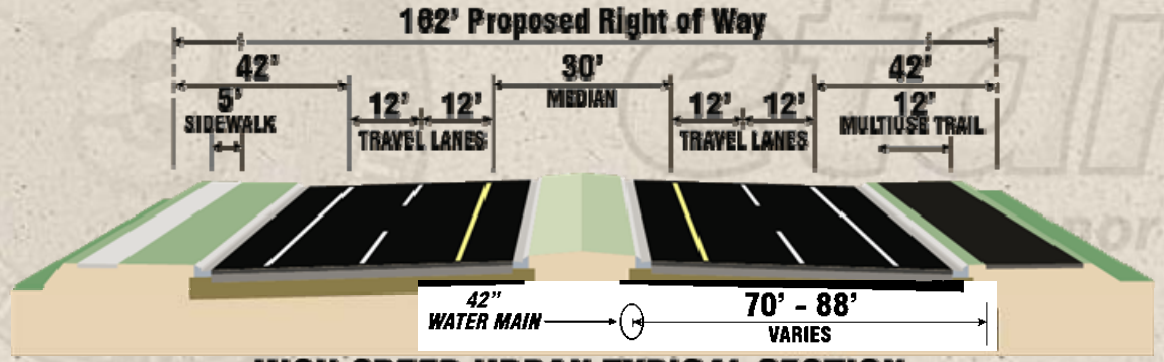


WEST BAY PARKWAY - SEGMENT 2

PROPOSED TYPICAL SECTIONS



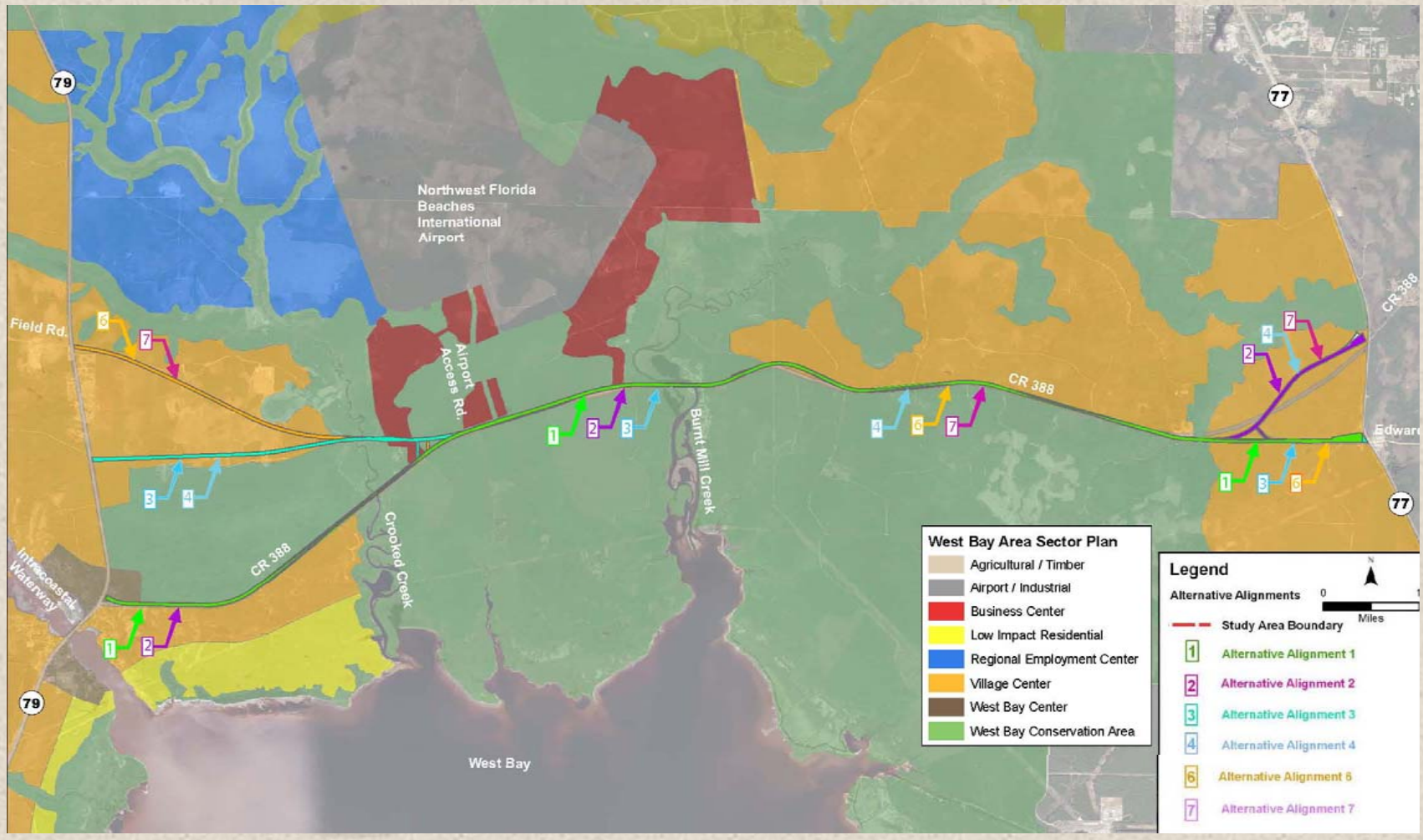
SUBURBAN TYPICAL SECTION
55 mph Design Speed



HIGH SPEED URBAN TYPICAL SECTION
55 mph Design Speed

WEST BAY PARKWAY – SEGMENT 2

WEST BAY AREA SECTOR PLAN



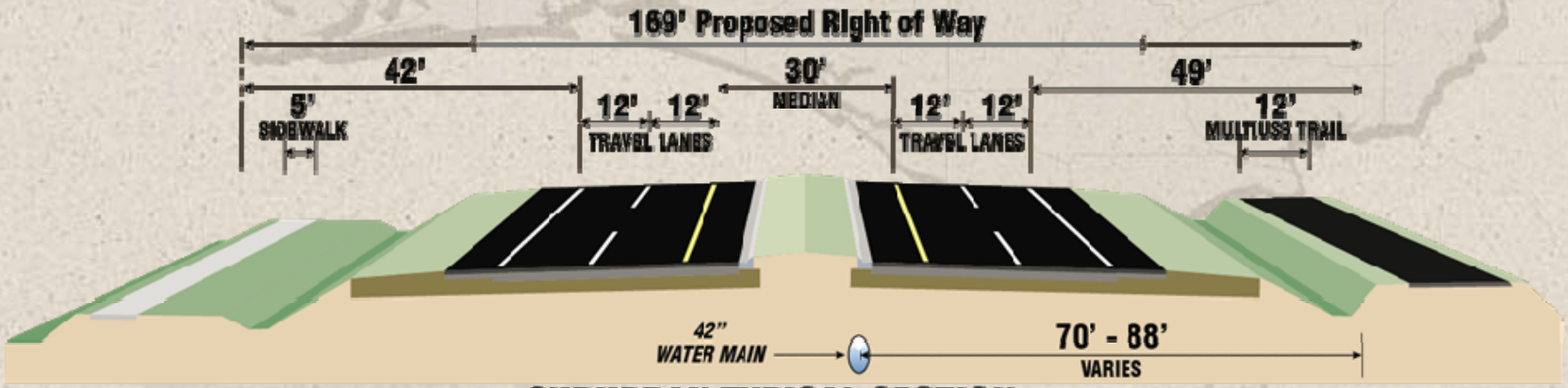
WEST BAY PARKWAY – SEGMENT 2

PROJECT MILESTONES

- Draft EA Submitted to FHWA and Cooperating Agencies – February 2011
- Draft EA Approved for Public Availability – May 2011
- Public Hearing – April 2011

WEST BAY PARKWAY – SEGMENT 2

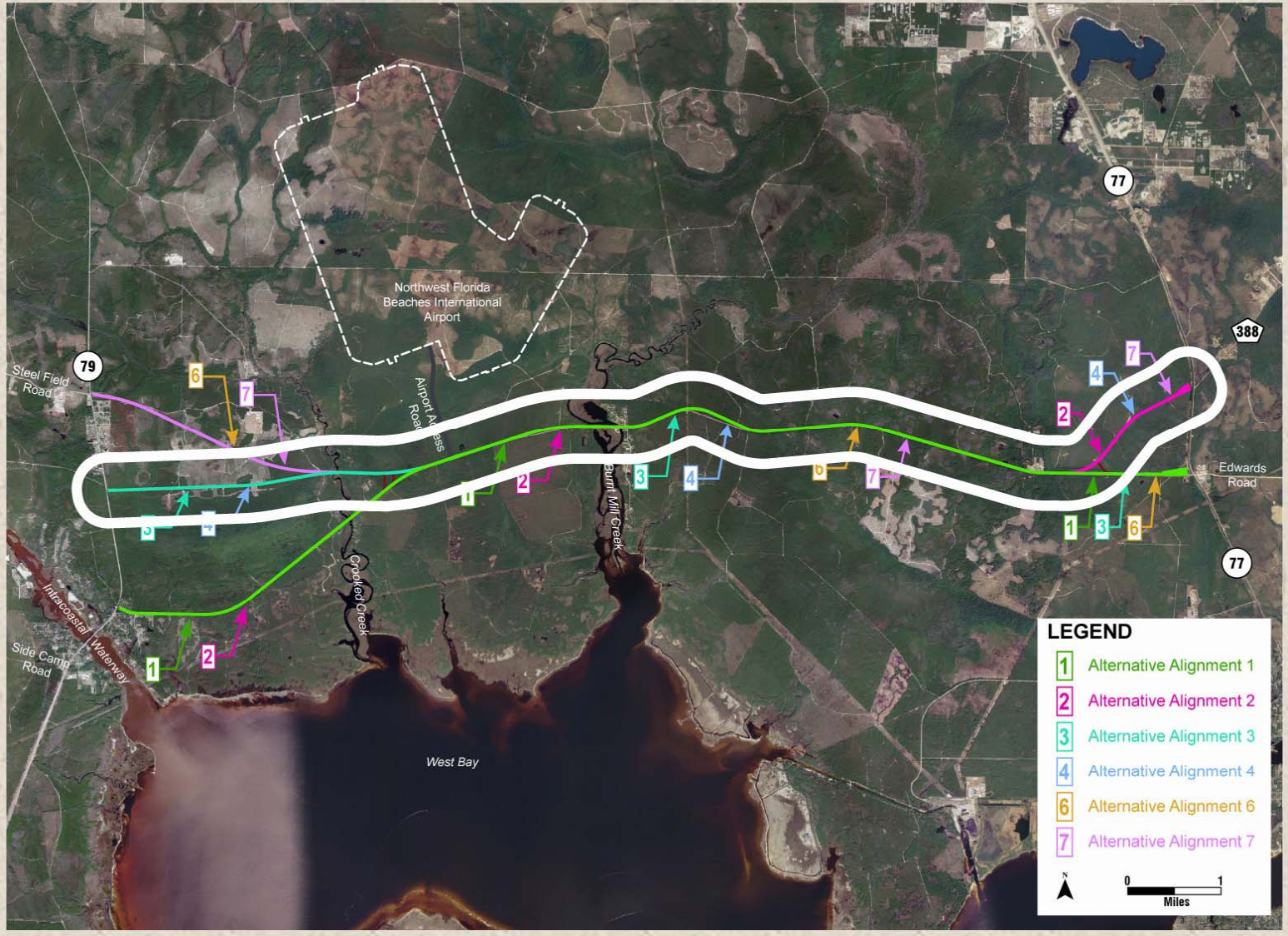
PREFERRED ALTERNATIVE TYPICAL SECTION



SUBURBAN TYPICAL SECTION
55 mph Design Speed

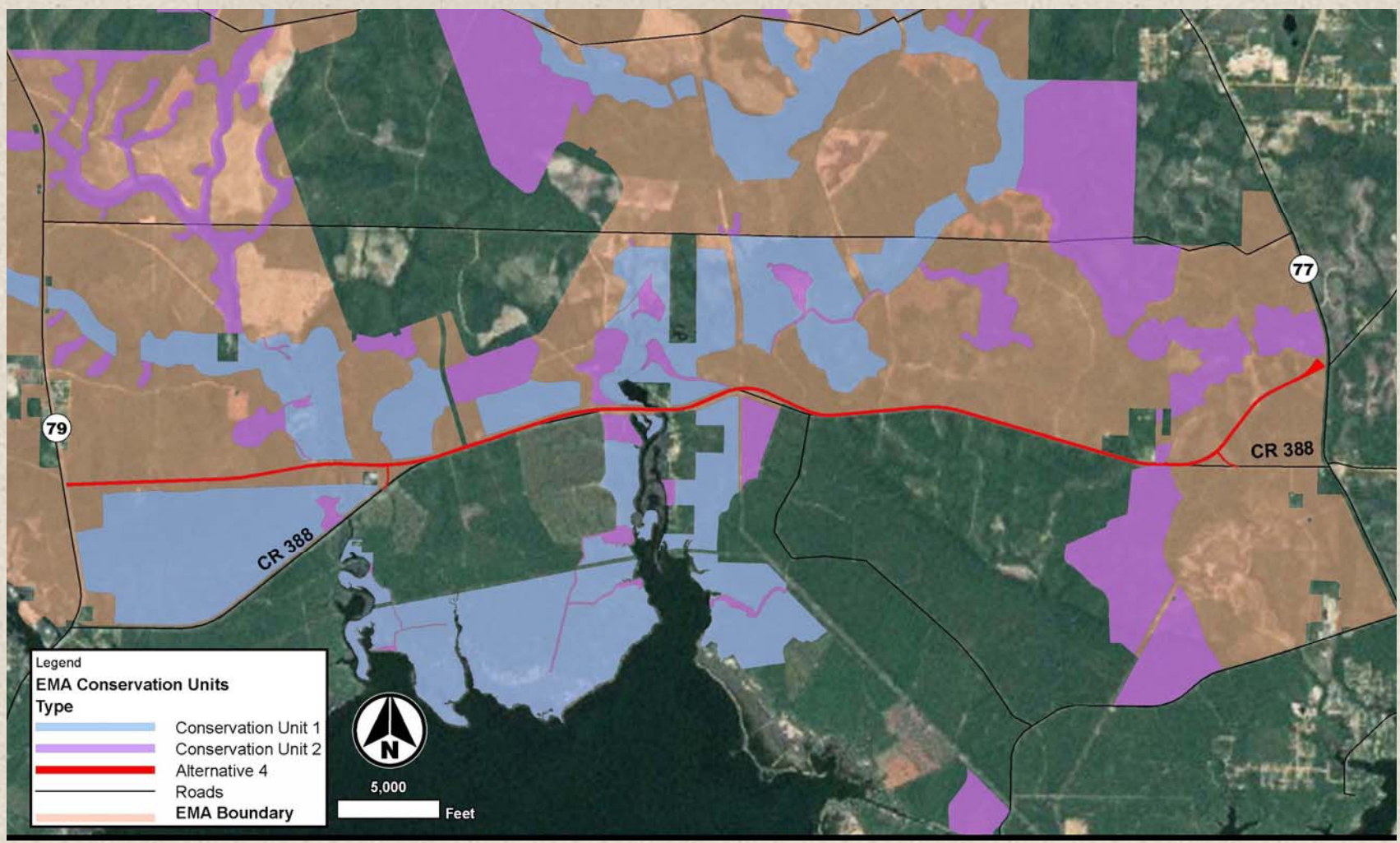
WEST BAY PARKWAY – SEGMENT 2

PREFERRED ALTERNATIVE ALIGNMENT



WEST BAY PARKWAY – SEGMENT 2

RGP – EMA II



WEST BAY PARKWAY – SEGMENT 2

FONSI/FINAL EA

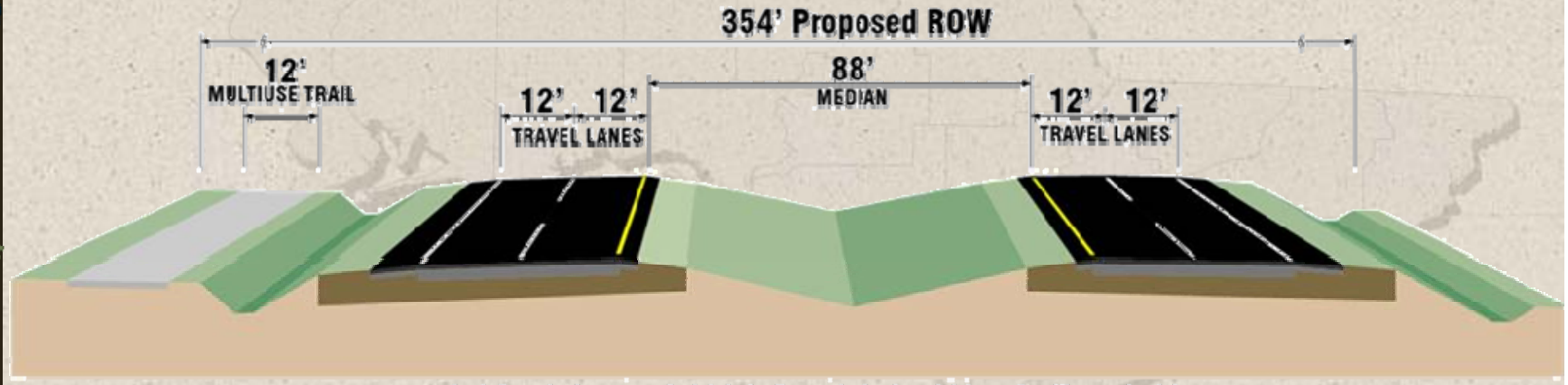
- FONSI/EA Submitted to FHWA – December 2011 (est.)
- LCDA – Early 2012 (est.)
- Design – Early 2012 (est.)

WEST BAY PARKWAY – SEGMENT 1

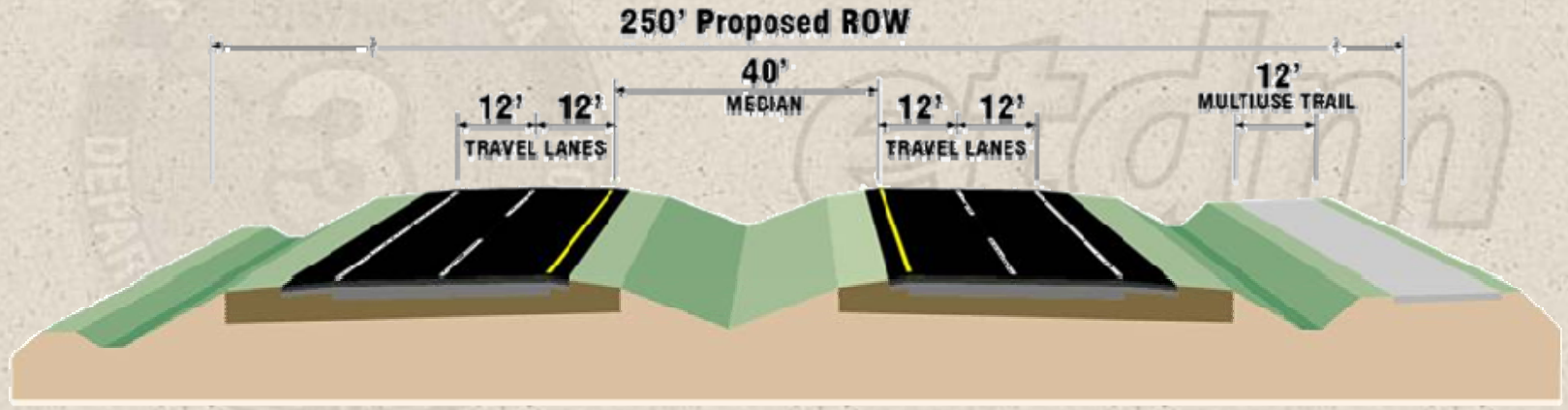
ALTERNATIVE ALIGNMENTS

WEST BAY PARKWAY – SEGMENT 1

PROPOSED ROADWAY TYPICAL SECTIONS



RURAL LIMITED ACCESS FREEWAY TYPICAL SECTION
70 mph Design Speed



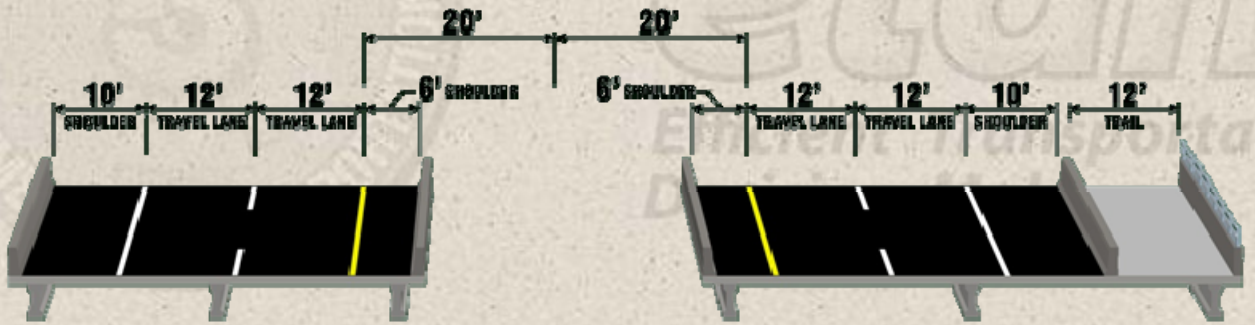
RURAL CONTROLLED ACCESS ARTERIAL TYPICAL SECTION
65 mph Design Speed

WEST BAY PARKWAY – SEGMENT 1

PROPOSED BRIDGE TYPICAL SECTIONS

LIMITED ACCESS BRIDGE OVER WATER

LIMITED ACCESS BRIDGE OVER ROADWAYS

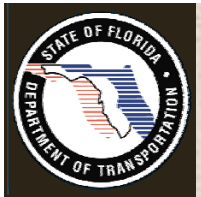


RURAL BRIDGE

WEST BAY PARKWAY – SEGMENT 1

PROJECT SCHEDULE

- Alternative Alignments Public Meeting – July 2011
- Submit and approve Draft Environmental Impact Statement (EIS) and Preliminary Engineering Report for public availability – Summer 2012
- Public Hearing – Fall 2012
- Selection of Preferred Alternative – Winter 2012
- Final EIS – Spring 2013
- Location Design Concept Acceptance – Winter 2013



QUESTIONS?

etdm
Efficient Transportation Decision Making

MORE GCP FACTS…

- Gulf Coast Parkway destroyed the periodic table…because it only recognizes the element of surprise.
- Gulf Coast Parkway tells Simon what to do.
- Gulf Coast Parkway can unscramble an egg.