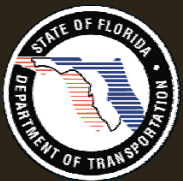


FDOT DISTRICT 3 2012 ET&T MEETING

West Bay Parkway Segment 1 & 2 PD&E Studies



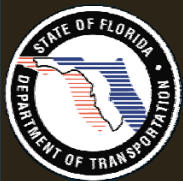


WEST BAY PARKWAY PD&E STUDIES

PROJECT LOCATION



*Efficient Transportation
Decision Making*

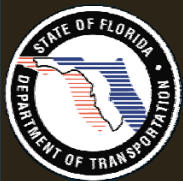


WEST BAY PARKWAY PD&E STUDIES

PROJECT LOCATION

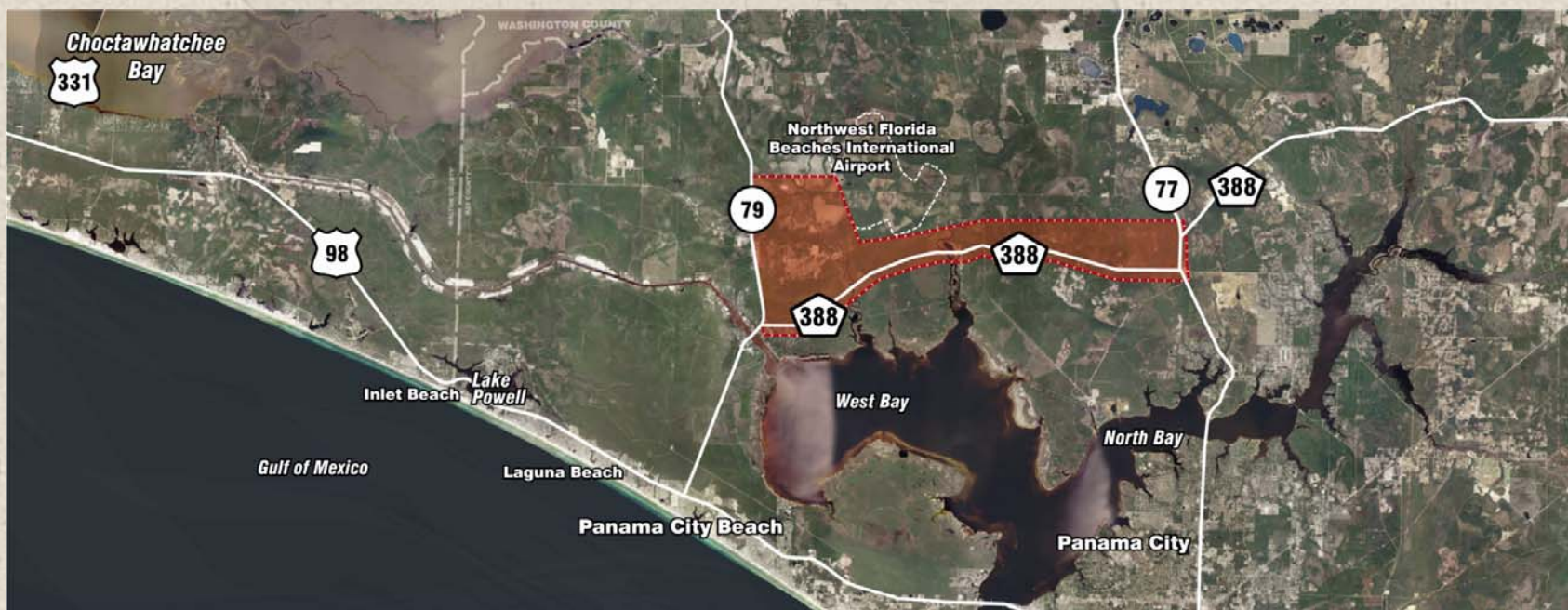


West Bay Parkway Segment 1 PD&E - Environmental Impact Statement



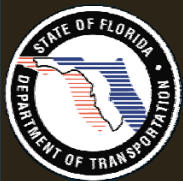
WEST BAY PARKWAY PD&E STUDIES

PROJECT LOCATION



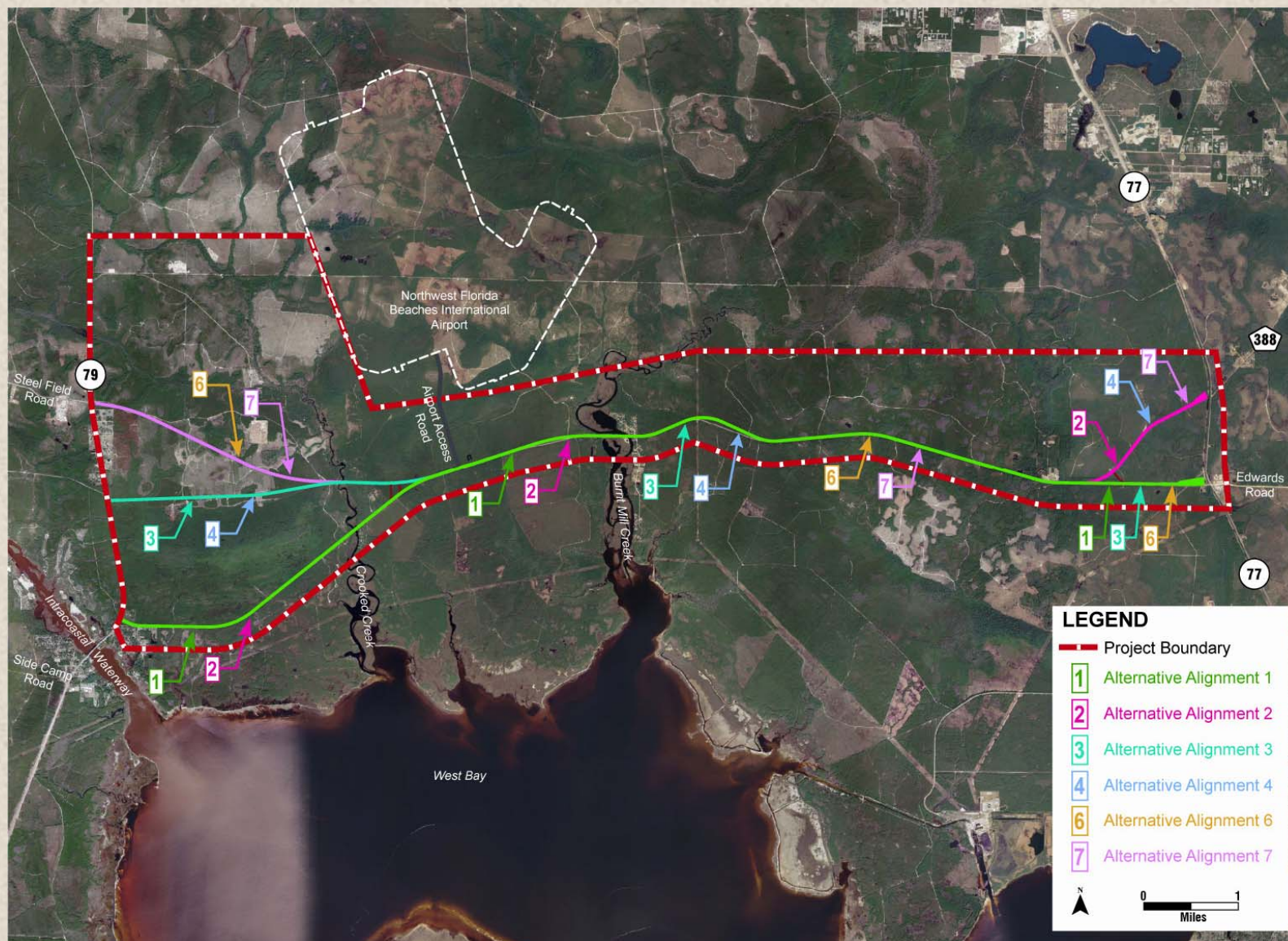
West Bay Parkway Segment 2 - Environmental Assessment

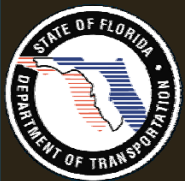
Efficient Transportation
Decision Making



WEST BAY PARKWAY - SEGMENT 2

ALTERNATIVES

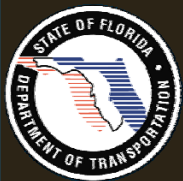




WEST BAY PARKWAY – SEGMENT 2

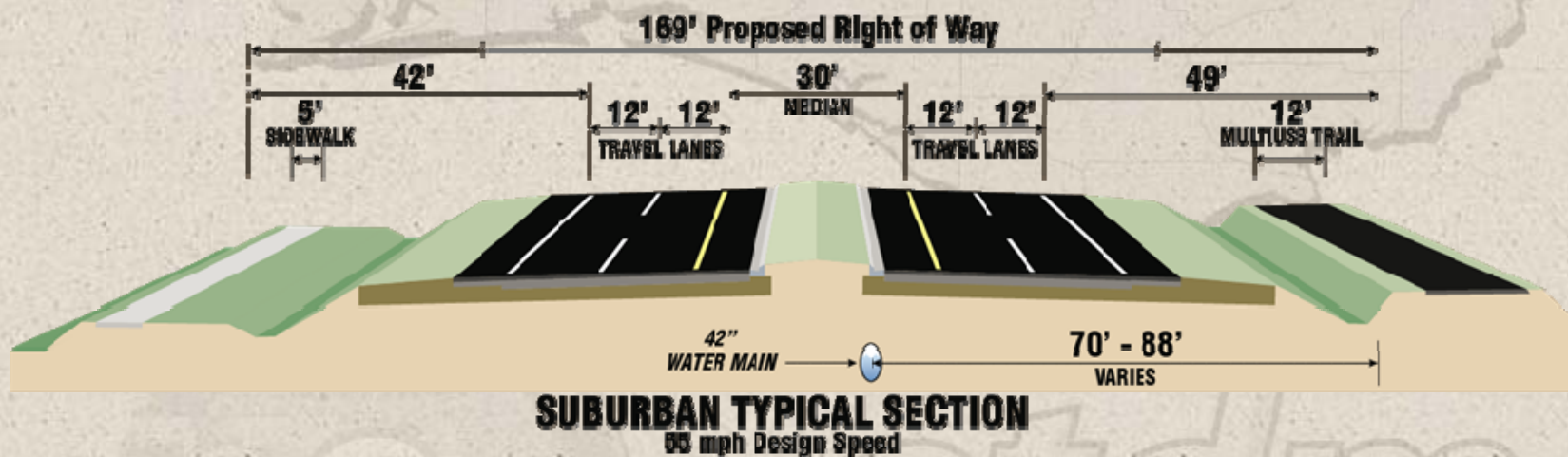
PROJECT MILESTONES

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

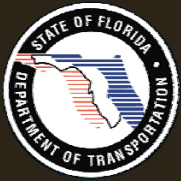


WEST BAY PARKWAY – SEGMENT 2

PREFERRED ALTERNATIVE TYPICAL SECTION

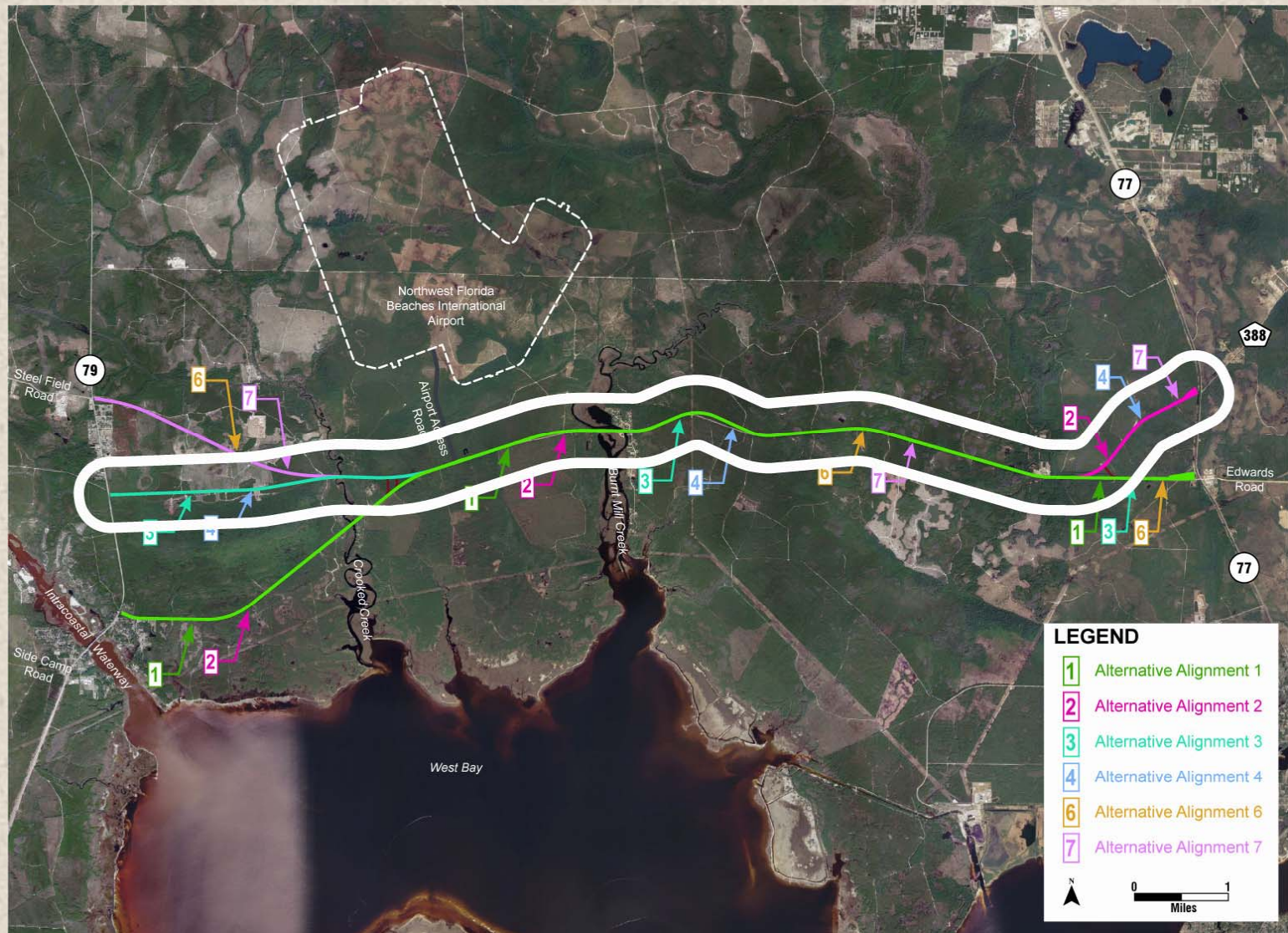


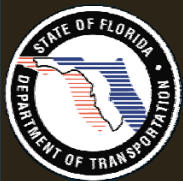
etdm
Efficient Transportation
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WEST BAY PARKWAY – SEGMENT 2

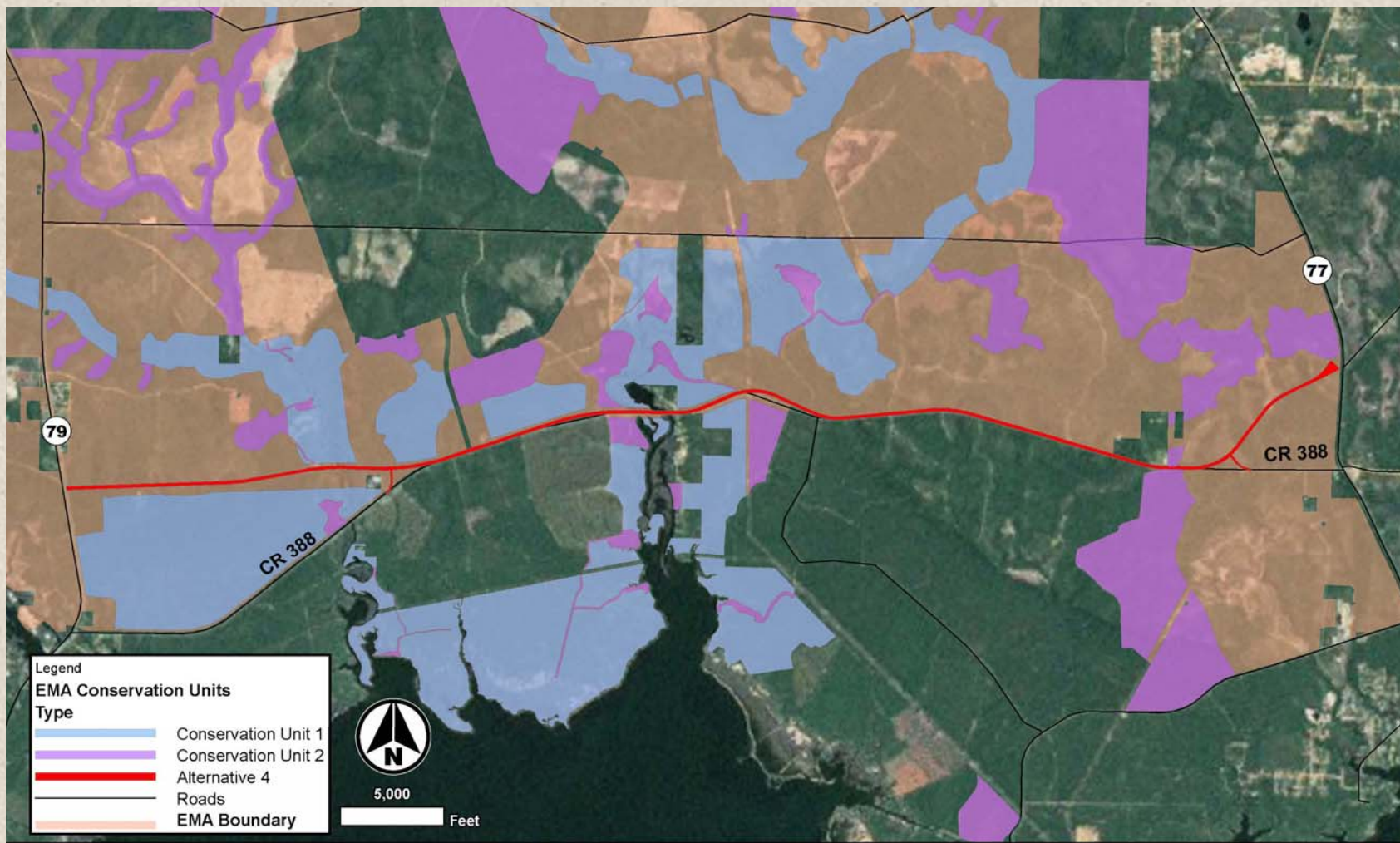
PREFERRED ALTERNATIVE ALIGNMENT

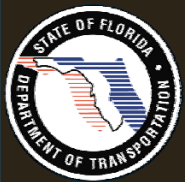




WEST BAY PARKWAY - SEGMENT 2

RGP - EMA II

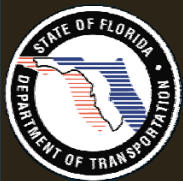




WEST BAY PARKWAY – SEGMENT 1



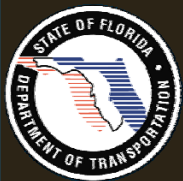
West Bay Parkway Segment 1 PD&E - Environmental Impact Statement



WEST BAY PARKWAY – SEGMENT 1

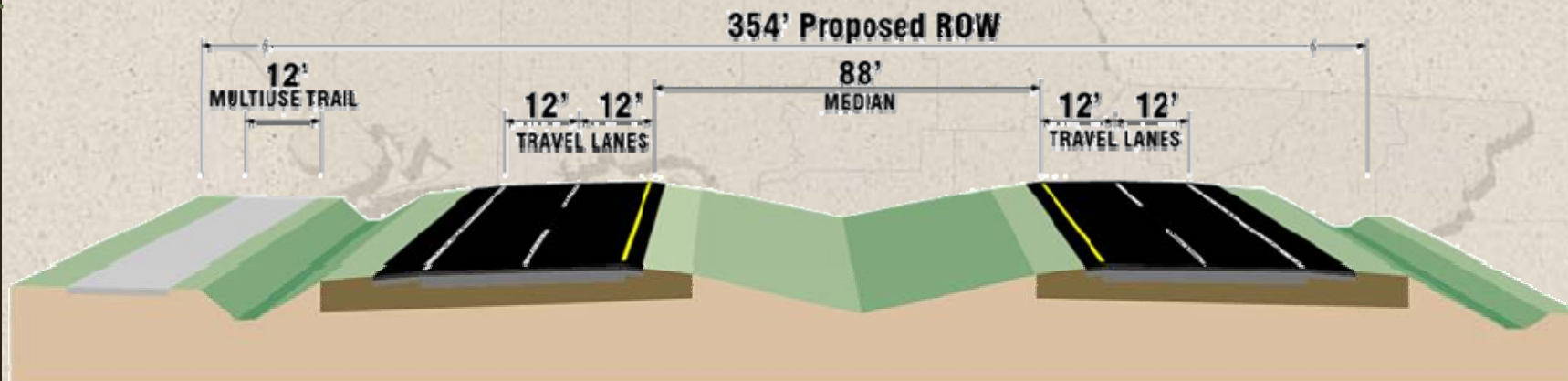
PROJECT MILESTONES

- Programming Screen Review – Sep 2009
- Corridor Evaluation Summary Report Finalized – Sep 2010
 - ETAT Field Review – Aug 2009
 - Corridor Alternatives Public Meeting – Nov 2009
 - Issue Action Plans – Sep 2010
 - Corridors Identified for Further Analysis – Approved Feb 2011
- Development and Analysis of Alternative Alignments
 - Agency Field Reviews – May 2011
 - Field Evaluations – Feb thru June 2011
 - Alternative Alignments Public Meetings – June 2011
- Agency Coordination on Draft Technical Documents
 - CRAS – June 2012
 - WER & ESBA – Sep 2012

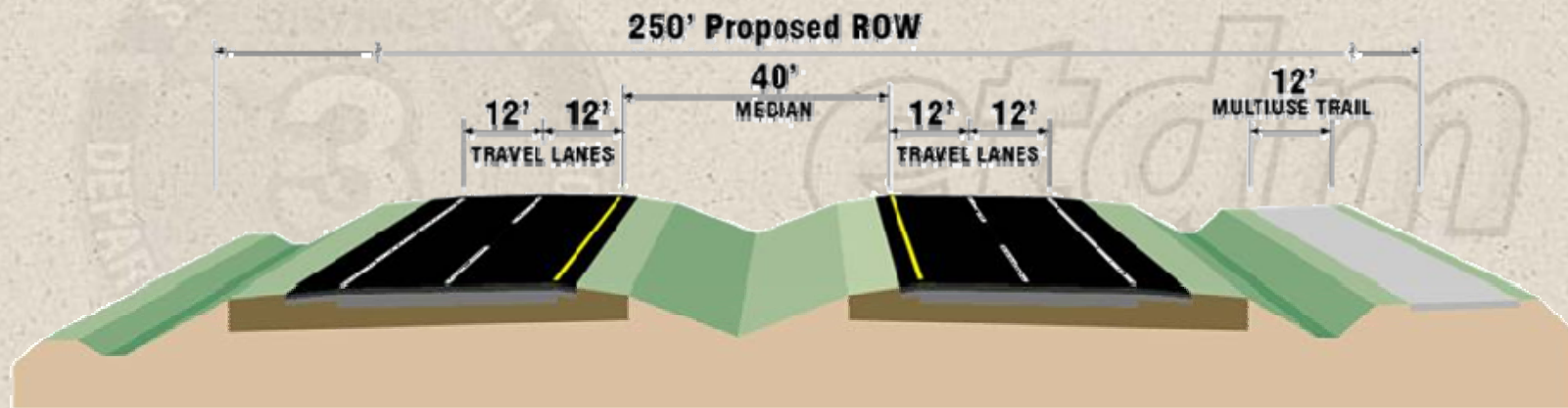


WEST BAY PARKWAY – SEGMENT 1

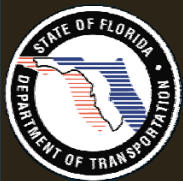
PROPOSED ROADWAY TYPICAL SECTIONS



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

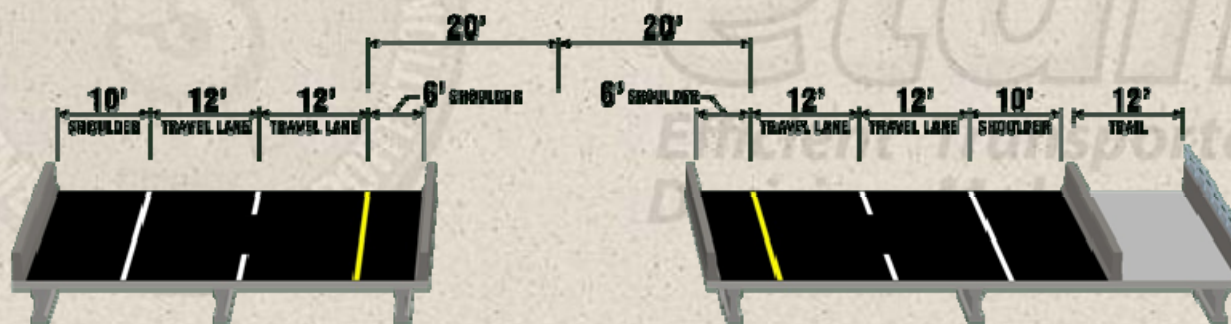
PROPOSED BRIDGE TYPICAL SECTIONS



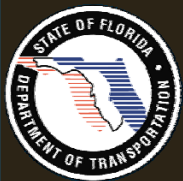
LIMITED ACCESS BRIDGE OVER WATER



LIMITED ACCESS BRIDGE OVER ROADWAYS

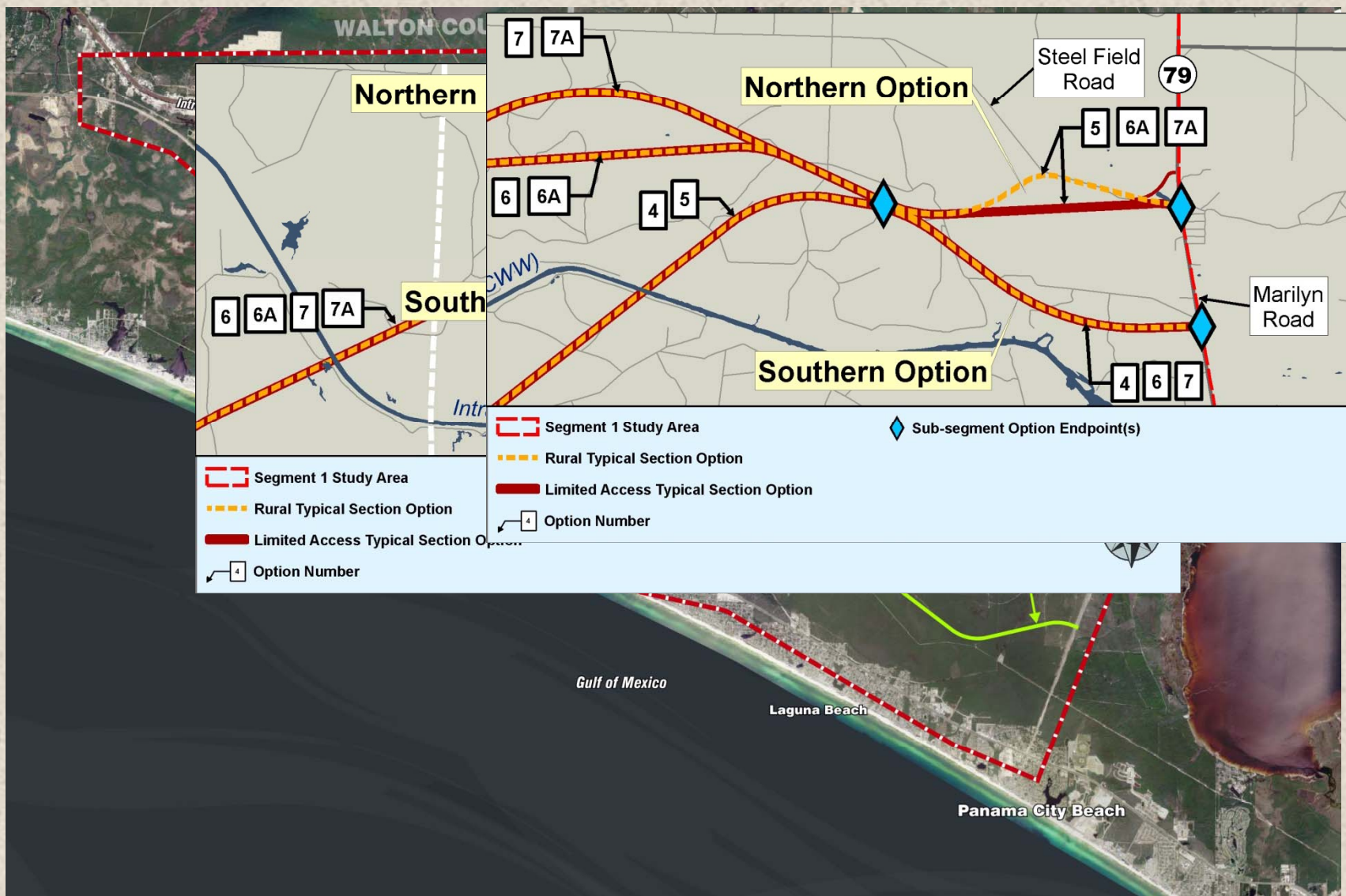


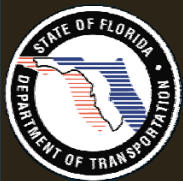
RURAL BRIDGE



WEST BAY PARKWAY – SEGMENT 1

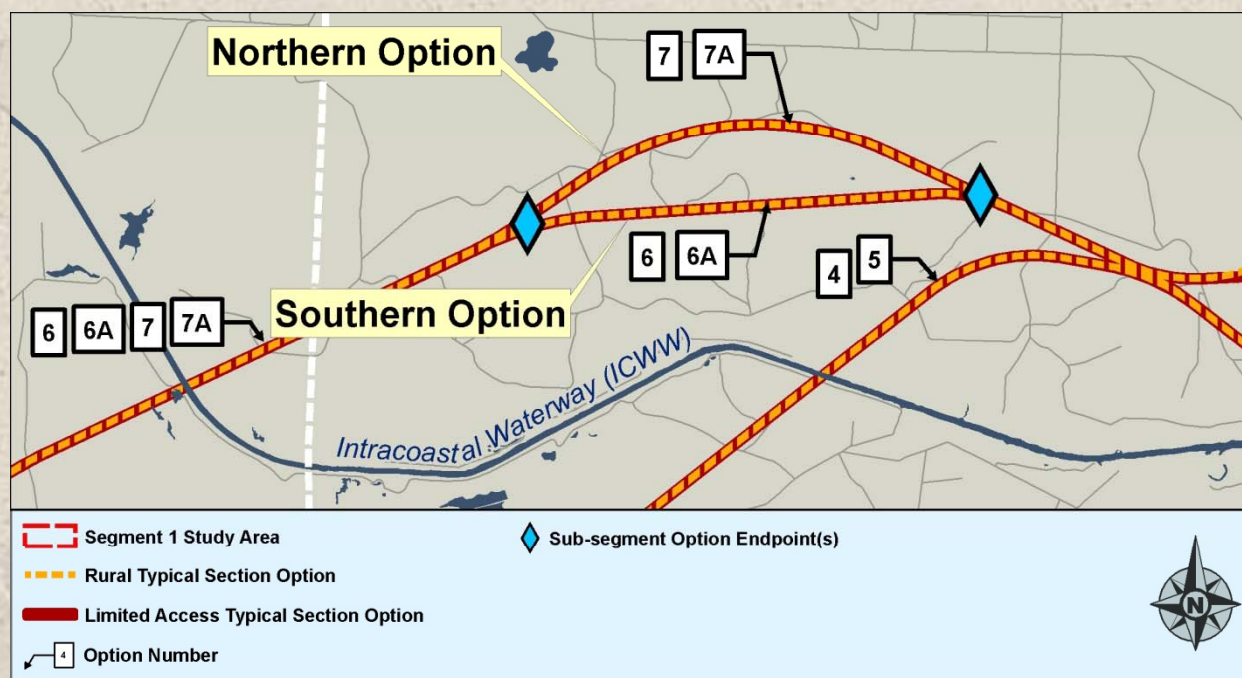
ALTERNATIVE ALIGNMENTS





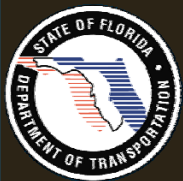
WEST BAY PARKWAY – SEGMENT 1

SUB – SEGMENT COMPARISONS



The northern option of the middle sub-segment has less:

- Wetland impacts
- Floodplain impacts
- Involvement with waterbodies
- Involvement with conservation land uses



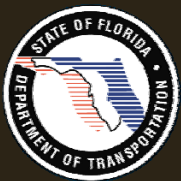
WEST BAY PARKWAY – SEGMENT 1

SUB – SEGMENT COMPARISONS



Approach to SR 79 Sub-Segment – both sub-segments retained for further analysis.

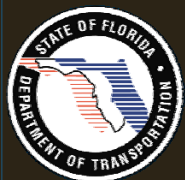
Efficient Transportation
Decision Making



WEST BAY PARKWAY – SEGMENT 1

EVALUATION OF ALTERNATIVES

| Alternatives | Purpose and Need Evaluation Criteria | | | | | | | | Purpose and Need Evaluation Category Score and Performance Rank | |
|--------------|-----------------------------------------------------------|-----------------|------------------------------------------------------------------------|-----------------|---------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------|-----------------|-----------------------------------------------------------------|------------------|
| | Provides Access to the NWFBI and Freight Activity Centers | | Provides Alternate Hurricane/Emergency Evacuation Route & Crosses ICWW | | Diverts through Traffic around US 98 in Panama City and Panama City Beach | | Improves Regional Connectivity by Providing a Direct Connection to West Bay Parkway, Segment 2 | | | |
| | % | Criterion Score | New Rte/ICWW Crossing Y/N | Criterion Score | AADT | Criterion Score | Miles on SR 79 | Criterion Score | Category Score | Performance Rank |
| No Build | 100% | 6 | N/N | 6 | 0 | 6 | 6.5 | 6 | 24 | 6 |
| 2 | 92% | 5 | Y/N | 3 | 11,700 | 1 | 4.6 | 5 | 14 | 5 |
| 4 | 75% | 1 | Y/Y | 1 | 11,700 | 1 | 0 | 1 | 4 | 1 |
| 5 | 79% | 2 | Y/Y | 1 | 11,700 | 1 | 1.1 | 3 | 7 | 3 |
| 7 | 85% | 3 | Y/Y | 1 | 11,700 | 1 | 0 | 1 | 6 | 2 |
| 7a | 90% | 4 | Y/Y | 1 | 11,700 | 1 | 1.1 | 3 | 9 | 4 |

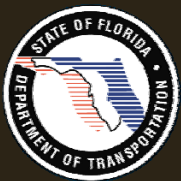


WEST BAY PARKWAY – SEGMENT 1

EVALUATION OF ALTERNATIVES

| Alternative | Environmental Evaluation Category Criteria | | | | | | | | | | | | | | | | | | Environment Evaluation Category Score and Performance Rank | |
|-------------|--------------------------------------------|-------|-------------------------------------------|-------|------------------------------------------------------------------------------------------|-------|---------------------------------------|-------|----------------------------------------------------|-------|---------------------------------------------|-------|----------------------------------------------------|-------|----------------------------------------------|-------|-----------------------------------------------|-------|---------------------------------------------------------------------|------|
| | Residential and Business Relocations | | Involvement with Cultural Resources | | Involvement with Integrated Wildlife Habitat Ranking System (IWHRS) | | Involvement with Listed Species | | Involvement with Field Evaluated Wetlands | | Involvement with 100-Year Floodplains | | Involvement with Verified Impaired Waters | | Involvement with Conservation Units | | Involvement with Contamination Sites | | | |
| | # | Score | # | Score | Acre | Score | Sites | Score | Acre | Score | Acre | Score | Acre | Score | Acre | Score | Sites | Score | Category Score | Rank |
| No Build | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 9 | 1 |
| 2 | 0 | 1 | 0 | 1 | 427 | 2 | 11 | 4 | 176 | 2 | 56 | 2 | 59 | 2 | 12 | 4 | 0 | 1 | 19 | 2 |
| 4 | 0 | 1 | 0 | 1 | 502 | 5 | 10 | 3 | 256 | 5 | 99 | 4 | 188 | 4 | 90 | 5 | 0 | 1 | 29 | 3 |
| 5 | 1 | 5 | 0 | 1 | 488 | 3 | 7 | 2 | 191 | 3 | 84 | 3 | 164 | 3 | 90 | 5 | 2 | 5 | 30 | 4 |
| 7 | 0 | 1 | 0 | 1 | 509 | 6 | 18 | 6 | 258 | 6 | 129 | 6 | 225 | 6 | 0 | 1 | 0 | 1 | 34 | 5 |
| 7a | 1 | 5 | 0 | 1 | 495 | 4 | 16 | 5 | 192 | 4 | 114 | 5 | 201 | 5 | 0 | 1 | 2 | 5 | 35 | 6 |

Decision Making

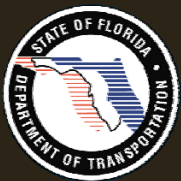


WEST BAY PARKWAY – SEGMENT 1

EVALUATION OF ALTERNATIVES

| Alternative | Estimated Costs Evaluation Category Criteria | | | | | | | | | Costs Evaluation Category Score and Performance Rank | |
|-------------|----------------------------------------------|-----------------|--------------------|-----------------|---------------------------|-----------------|--------------------------|-----------------|--------------|------------------------------------------------------|------------------|
| | Right-of-way | | Wetland Mitigation | | Roadway Construction Cost | | Bridge Construction Cost | | Total Costs* | | |
| | \$ Millions | Criterion Score | \$ Millions | Criterion Score | \$ Millions | Criterion Score | \$ Millions | Criterion Score | \$ Millions | Category Score | Performance Rank |
| No Build | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 1 |
| 2 | \$105 | 4 | \$26.4 | 2 | \$93.8 | 2 | \$1.8 | 2 | \$255 | 10 | 2 |
| 4 | \$107 | 5 | \$38.4 | 5 | \$103.1 | 5 | \$67.8 | 6 | \$367 | 21 | 6 |
| 5 | \$108 | 6 | \$28.7 | 3 | \$101.3 | 4 | \$61 | 4 | \$347 | 17 | 4 |
| 7 | \$97 | 2 | \$38.7 | 6 | \$104 | 6 | \$65.5 | 4 | \$356 | 18 | 5 |
| 7a | \$99 | 3 | \$28.8 | 4 | \$101.2 | 3 | \$59.3 | 3 | \$336 | 13 | 3 |

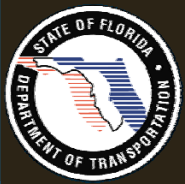
| Alternatives | Public Preference Evaluation Category Criteria | | | | | | | | | | Public Preference Evaluation Category Score and Performance Rank | |
|--------------|------------------------------------------------|-----------------|----------------------|-----------------|--------------------------------------|-----------------|------------------------------------------|-----------------|----------------------------|-----------------|------------------------------------------------------------------|------------------|
| | Best hurricane Evacuation Route | | Best Route to NWFBIA | | Best Route for Regional Connectivity | | Best Detour Around US 331 Bridge Closure | | Overall Preferred Corridor | | | |
| | Number of Votes | Criterion Score | Number of Votes | Criterion Score | Number of Votes | Criterion Score | Number of Votes | Criterion Score | Number of Votes | Criterion Score | Category Score | Performance Rank |
| No Build | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 12 | 1 | 25 | 5 |
| 2 | 3 | 4 | 6 | 3 | 5 | 3 | 7 | 2 | 2 | 4 | 16 | 3 |
| 4 | 2 | 5 | 3 | 4 | 2 | 5 | 2 | 5 | 1 | 6 | 25 | 5 |
| 5 | 4 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 2 | 4 | 19 | 4 |
| 7 | 5 | 2 | 8 | 2 | 7 | 2 | 4 | 3 | 3 | 3 | 12 | 2 |
| 7a | 14 | 1 | 10 | 1 | 11 | 1 | 11 | 1 | 6 | 2 | 8 | 1 |



WEST BAY PARKWAY – SEGMENT 1

EVALUATION OF ALTERNATIVES

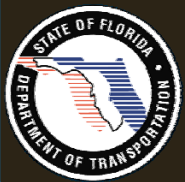
| Alternatives | Overall Performance | | | | | | | | Combined Performance Score ⁵ | Overall Performance Rank ⁶ |
|--------------|--------------------------------------|------|-----------------------------------|------|-------------------------------------|------|---------------------------------------|------|-----------------------------------------|---------------------------------------|
| | Purpose and Need Evaluation Category | | Environmental Evaluation Category | | Estimated Costs Evaluation Category | | Public Preference Evaluation Category | | | |
| | Score ¹ | Rank | Score ³ | Rank | Score ⁴ | Rank | Score ⁵ | Rank | | |
| No Build | 24 | 6 | 9 | 1 | 4 | 1 | 25 | 5 | 13 | 2 |
| 2 | 14 | 5 | 19 | 2 | 10 | 2 | 16 | 3 | 12 | 1 |
| 4 | 4 | 1 | 29 | 3 | 21 | 6 | 25 | 5 | 15 | 5 |
| 5 | 7 | 3 | 30 | 4 | 18 | 4 | 19 | 4 | 15 | 5 |
| 7 | 6 | 2 | 34 | 5 | 16 | 5 | 12 | 2 | 14 | 3 |
| 7a | 9 | 4 | 35 | 6 | 13 | 3 | 8 | 1 | 14 | 3 |



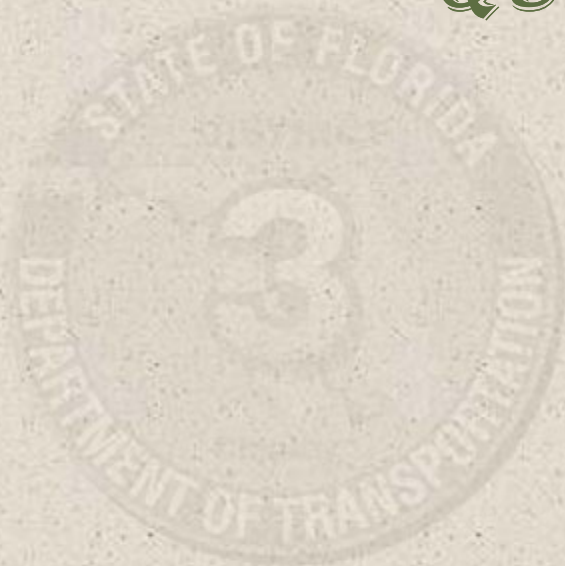
WEST BAY PARKWAY – SEGMENT 1

PROJECT SCHEDULE

- DEIS FDOT/CEMO Review – Nov/Dec 2012
- Submit and approve Draft Environmental Impact Statement (EIS) and Preliminary Engineering Report for public availability – Early 2013
- Public Hearing – Spring 2013
- Selection of Preferred Alternative – Spring 2013
- Final EIS – Summer 2013
- Location Design Concept Acceptance – Winter 2013



QUESTIONS?



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