FINAL

PRELIMINARY ENGINEERING REPORT

Bay County Board of County Commissioners

Philip Griffitts Senior Parkway, Phase III

Clara Avenue to Chip Seal Parkway

Bay County, Florida

Financial Project Identification Numbers: 442483-4-34-01 & 442483-4-34-02

ETDM Number: 14562

May 2026

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Bay County pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and the Florida Department of Transportation (FDOT).

PROFESSIONAL ENGINEER CERTIFICATION

PRELIMINARY ENGINEERING REPORT

Project: Philip Griffitts Senior Parkway Phase III

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Federal Aid Project Number: N/A

This preliminary engineering report contains engineering information that fulfills the purpose and need for the Philip Griffitts Senior Parkway Phase III Project Development & Environment Study from Clara Avenue to Chip Seal Parkway in Bay County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Kimley-Horn and Associates, Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice for this project.

VINCENT E. SPAHR, P.E.

STATE OF FLORIDA,
PROFESSIONAL ENGINEER,
LICENSE NO. 88747

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY VINCENT E. SPAHR, P.E. ON THE DATE INDICATED HERE.

THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

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1.0 PROJECT SUMMARY

1.1 Project Description

Philip Griffitts Sr. (PGS) Parkway is a proposed new road approximately one mile north of US 98 (SR 30A/Panama City Beach Parkway) between SR 79 (N. Arnold Road) and Chip Seal Parkway. Phase III of the PGS Parkway extends from Clara Avenue to Chip Seal Parkway in Bay County, Florida (Figure 1: Project Location Map). The total distance of Phase III is approximately 5.1 miles.

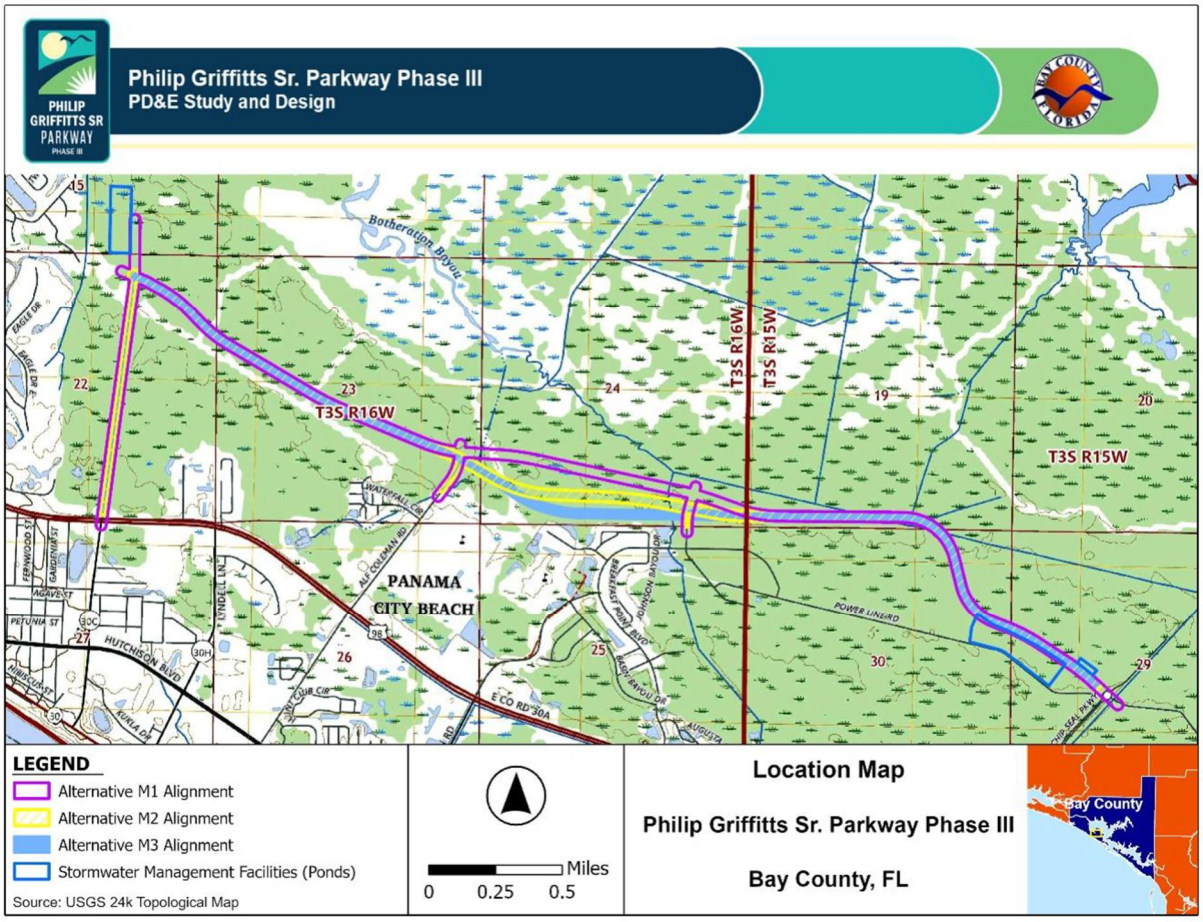


Figure 1: Project Location Map

This primarily east-west facility would provide a two-lane (major collector) roadway with 11-foot travel lanes, four to five-foot paved shoulders, curb and gutter, and a 10 to 12-foot shared-use path for most of the project length (Figure 2: Typical Section). The estimated right-of-way (ROW) width for the proposed project, including side slopes tying down to the existing grade, is 200 feet. The ROW is proposed to include extra width to accommodate several new utility lines for the City of Panama City Beach, to provide critical redundancy to the City's water and wastewater utility network.

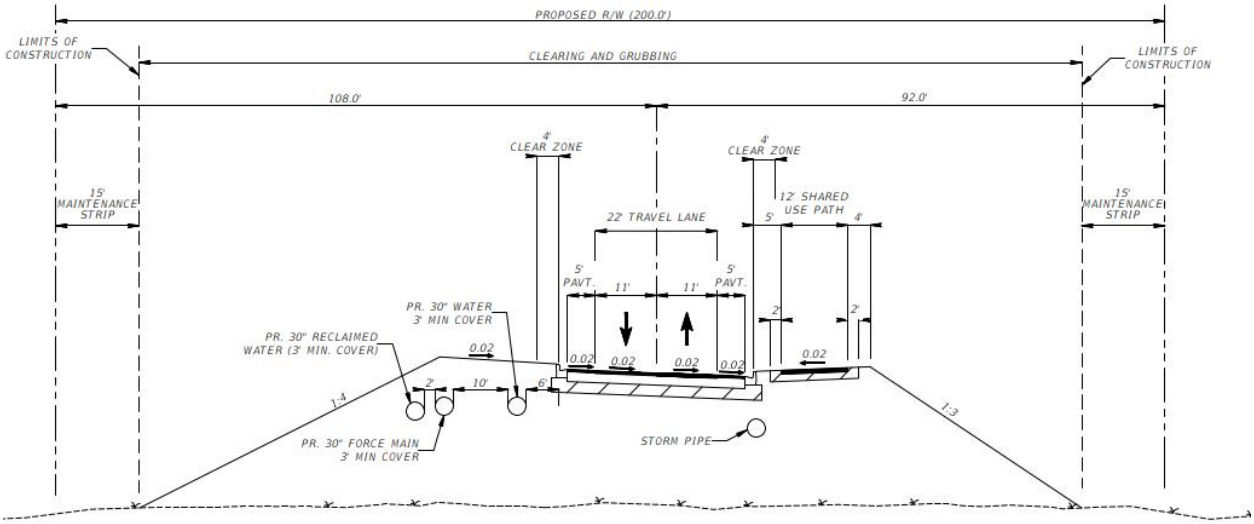


Figure 2: Typical Section

1.2 Purpose & Need

1.2.1 Purpose

The purpose of the PGS Parkway Phase III is to improve mobility in the study area; to enhance vehicular and pedestrian connectivity to J.R. Arnold High School, A. Gary Walsingham Academy, the Panama City Beach Publix Sports Park, and the Breakfast Point neighborhood; and to address safety concerns on U.S. 98/S.R. 30A (Panama City Beach Parkway) within the study limits.

A secondary purpose is to enable risk reduction and resiliency of the transportation network.

1.2.2 Need

The project is needed due to the anticipated growth and development in the project area, as outlined in the 2025 Master Plan Update. This growth will significantly strain the already failing transportation infrastructure. The project's need is driven by demand, capacity, and safety considerations, including emergency evacuation and management.

Specific aspects of need addressed by this project including system linkage, roadway capacity, transportation demand, safety, and planning consistency are discussed in more detail in the Project Environmental Impact Report (PEIR).

1.3 Commitments

Bay County has made the following commitments as part of this Project Development and Environment (PD&E) Study:

- Bay County will provide compensatory mitigation to offset the wetland mitigation credits generated within the portion of the Breakfast Point Mitigation Bank (BPMB) impacted directly and indirectly by this project. This is in addition to mitigation for wetland impacts to areas not utilized for mitigation purposes.
- Bay County will purchase and remove conservation easements underlying the right-of-way necessary for this project.
- Bay County will adhere to the Florida Black Bear Conservation Rule 68A-4.009, Florida Administrative Code (F.A.C.) and adhere to FDOT Special Provision SP0070104-1, which will be included in the construction measures for this project to minimize human-bear conflicts during construction.
- Bay County will adhere to the Eastern Indigo Snake Standard Protection Measures (2024) during construction.
- If the alligator snapping turtle is listed by the USFWS to threatened or endangered and the project may affect the species, Bay County commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
- If the monarch butterfly is listed by the USFWS as threatened or endangered and the project may affect the species, Bay County commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
- Species-specific surveys for Cooley's meadowrue, telephus spurge, Godfrey's butterwort, and white birds-in-a-nest will be completed during the best survey season for each species during design. In the event federal-listed plant species are discovered during the surveys, consultation with USFWS will be reinitiated.
- A survey for state-listed plant species including wiregrass gentian, West's flax, primrose-flowered butterwort, yellow fringeless orchid, night-flowering wild petunia, pinewoods bluestem, southern milkweed, giant water cowbane, and Apalachicola dragonhead will be performed during the design phase and coordination with FWC/FDACS will occur if impacts to the species are anticipated.
- Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, Bay County will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit). In addition, if the project contains suitable habitat and Bay County needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then Bay County will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-Eared Bat Survey Guidance (USFWS), acoustic survey protocol in the year-

round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-Eared Bat Survey Guidance, NRE Appendix K, Assessing Bridges and Culverts for Bats, will be used. If the tricolored bat surveys result in no tricolored bats detected, then Bay County can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by Bay County, or application of the avoidance and minimization measures noted in the implementation measure above, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS. If the tricolored bat surveys result in positive detections of the tricolored bat, Bay County will implement conservation measures such as not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance

- Design of the PGS Phase III project will incorporate culverted or bridged wildlife crossings and flow-ways to protect wildlife corridors and hydrological connections key to the ecological functions of the BPMB as identified in the permits and associated management plans for this mitigation bank.
- Bay County will coordinate with the BPMB to implement road closures during prescribed burns in the areas of the BPMB that would pose a smoke hazard to safe vehicular travel.

1.4 Alternatives Analysis Summary

Three Build Alternatives were considered for PGS Parkway, Phase III in addition to the No-Build Alternative. The three alternatives differed primarily in horizontal alignment.

Alignment M1 was the furthest north (and therefore the furthest from the Breakfast Point development), Alignment M3 was the furthest south (and therefore the nearest to the Breakfast Point development), and Alignment M2 was between Alignment M1 and Alignment M3. All three horizontal alignment alternatives converged near the eastern extents of the existing Breakfast Point development before connecting with the roundabout at the eastern terminus intersection with Chip Seal Parkway.

The No-Build Alternative assumes PGS Parkway, Phase III is not constructed. The No-Build Alternative was considered a viable alternative throughout the PD&E Study.

1.4.1 Public Involvement Feedback

Bay County staff and the Consultant Team provided ample opportunity for project feedback by hosting a Public Kickoff Meeting in May 2023 and an Alternatives Meeting in March 2025. Between these public meetings, Bay County staff and leadership also provided opportunities to submit comments via a public website and attended meetings with various stakeholder groups, including the Breakfast Point Homeowners Association.

Feedback from the public was predominantly received by residents of the Breakfast Point subdivision south of the Build Alternative corridor between Alf Coleman Road and Chip Seal Parkway. Most of the members of the public who submitted written or emailed comments indicated a preference for the corridor to be located as far north as possible from the residential homes, expressing concerns over anticipated noise and aesthetic impacts of the Phase III corridor. Some residents expressed concern over the possibility of future cut-through traffic utilizing the Phase III connection to Long Point Way to navigate between US 98 (SR 30A/Back Beach Road) and PGS Parkway and suggested that the Phase III corridor should not be connected to the neighborhood, while others were optimistic about the opportunity to navigate between the Breakfast Point neighborhood and Clara Avenue and Chip Seal Parkway without traveling on US 98 (SR 30A/Back Beach Road). Many commenters indicated a preference to include a shared-use path as an extension to the Gayle's Trails network to improve multimodal connectivity north of US 98 (SR 30A/Back Beach Road), and some indicated concerns over the potential impacts of the corridor the natural environment in the Breakfast Point Mitigation Bank.

1.4.2 Overall Cost Estimates

The overall cost for the new PGS Parkway Phase III corridor Build Alternative is expected to range from approximately $86.9 Million for the M3 corridor to more than $110.8 Million for the M1 corridor. The cost estimate includes a potential elevated bridge structure in the middle segment between Alf Coleman Road and Chip Seal Parkway to mitigate environmental impacts in the Breakfast Point Mitigation Bank and provide a wildlife crossing. The cost estimate also includes estimated right-of-way costs and an estimate for the cost of mitigation bank credits that the County will be required to provide in exchange for the right-of-way that will be removed from the Breakfast Point Mitigation Bank to accommodate the Phase III roadway.

1.5 Description of Preferred Alternative

The Preferred Alternative is Build Alternative M1, which proposes the following elements:

- An approximate 2,000-foot extension of Clara Avenue with a two-lane typical section (one travel lane in each direction).

- A one-lane roundabout to facilitate northbound-to-eastbound and westbound-to-southbound traffic between Clara Avenue and PGS Parkway, Phase III.
- Construction of PGS Parkway, Phase III from Clara Avenue to Chip Seal Parkway with a two-lane typical section (one lane in each direction) and a 10–12 foot shared-use path.
- An approximate 800-foot extension of Alf Coleman Road with northbound stop-control at the intersection with the new PGS Parkway, Phase III roadway.
- An approximate 650-foot extension of Longpoint Way with northbound stop-control at the intersection with the new PGS Parkway, Phase III roadway.

Build Alternative M1 meets the purpose of the project by providing parallel relief to US 98 (SR 30A/Panama City Beach Parkway) between Clara Avenue and Chip Seal for local traffic; by enhancing vehicular and multimodal connectivity to J.R. Arnold High School, A. Gary Walsingham Academy, the Panama City Beach Publix Sports Park, and the Breakfast Point neighborhood; and by improving safety along US 98 (SR 30A/Panama City Beach Parkway) by reducing congestion.

Build Alternative M1 meets the needs of the project by providing an alternative link within the local transportation network to currently congested routes (primarily US 98 [SR 30A/Panama City Beach Parkway]), accommodating future transportation demand on the surrounding network, improving safety on existing roads by reducing congestion, and providing a reliable alternate route for emergency vehicles to and from the schools and neighborhoods north of US 98 (SR 30A/Panama City Beach Parkway) between Clara Avenue and Chip Seal Parkway).

Build Alternative M1 will require acquisition of approximately 200 feet of right-of-way for the PGS Parkway Phase III mainline from Clara Avenue to Chip Seal Parkway as well as the connections to Clara Avenue, Alf Coleman Road, and Longpoint Way. Overall right-of-way acreage will be approximately 139.4 acres through predominantly undeveloped parcels; no building relocations will be necessary.

1.5.1 Design Variations/Exceptions

No design variations or design exceptions are anticipated.

1.6 List of Technical Documents

Project Traffic Analysis Report (July 2024)

Project Environmental Impact Report

Natural Resources Evaluation

Cultural Resources Assessment Survey

Location Hydraulics Report

Pond Siting Report

2.0 EXISTING CONDITIONS

2.1 Previous Planning Studies

The construction of PGS Parkway is planned to be completed in phases. The current phase, Phase III, is planned to connect Clara Avenue to Chip Seal Parkway. Phases I and II of PGS Parkway have already been constructed. Phase I was completed in 2017 and extends 1.4 miles from SR-79 to Pier Park Drive. Phase II was completed in 2021 and created a 2.4-mile segment that connected Pier Park Drive to Nautilus Street. Future study will assess options for connecting Nautilus Street to Clara Avenue. No previous study has directly evaluated the Phase III connection between Clara Avenue and Chip Seal Parkway.

2.2 Existing Roadway Conditions

PGS Parkway, Phase III is a new roadway. There is no existing roadway connecting the northern extent of Clara Avenue to Chip Seal Parkway.

The existing half-mile portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) is included in the study limits.

2.2.1 Roadway Typical Sections

For approximately one-quarter mile north of US 98 (SR 30A/Panama City Beach Parkway), the existing portion of Clara Avenue features two 12-foot travel lanes (one northbound, one southbound), a 6-foot sidewalk along the western side, and a 36-foot landscaped center median dividing the travel lanes. Approximately one-quarter mile north of US 98 (SR 30A/Panama City Beach Parkway), the travel lanes converge, eliminating the center median, and the remaining portion of Clara Avenue to its existing northern extent features two 12-foot travel lanes, a 6-foot sidewalk along the western side, and drainage ditches on either side of the travel lanes.

2.2.2 Roadway Functional & Context Classifications

The existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) is a local connector. Clara Avenue is not assigned a Context Classification, but nearby roads are classified as C3C Suburban Commercial.

2.2.3 Access Management Classification

The existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) is not on the FDOT network, but would likely be considered FDOT Access Class 7, which requires 125 feet spacing between access connections.

2.2.4 *Right-of-Way*

The existing half-mile section of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) is situated within an approximate 100-foot right-of-way that stretches north to West Bay. Some additional right-of-way may be required for the proposed roundabout at the northern extent of Clara Avenue.

2.2.5 *Adjacent Land Use*

The existing land uses surrounding the subject PGS Parkway, Phase III corridor are illustrated in Figure 3: Adjacent Land Use. The westernmost portion of the corridor along Clara Avenue is surrounded by multifamily residential land uses. East of Clara Avenue, the corridor will traverse through Agriculture/Timberland land uses for approximately three miles, north of J.R. Arnold High School and single-family residential uses. At the eastern terminus intersection with Chip Seal Parkway, there is a hotel on the northwest corner of the intersection and the A. Gary Walsingham Academy on the east side of the intersection. Northeast of the hotel resides the Panama City Beach Publix Sports Park, a recreational facility with 13 sports fields and various amenities for athletes and patrons.

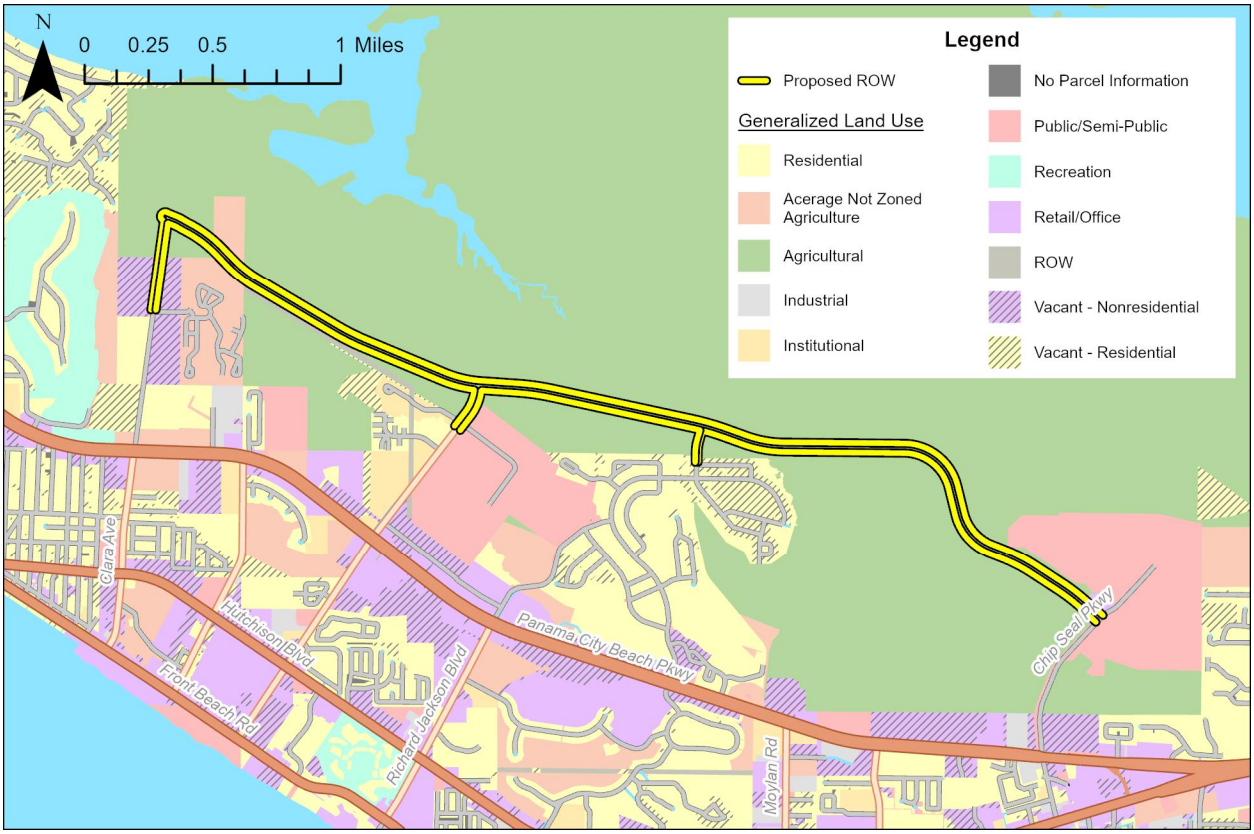


Figure 3: Adjacent Land Use

2.2.6 Pavement Type and Condition

PGS Parkway Phase III is a new roadway. The pavement on Clara Avenue is in relatively good condition since the roadway was constructed within the past six years.

2.2.7 Existing Design and Posted Speed

PGS Parkway Phase III is a new roadway. There is no existing roadway connecting Clara Avenue to Chip Seal Parkway. The design speed for PGS Parkway Phase III is 45 mph.

The existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) has a 25-mile per hour posted speed limit.

2.2.8 Horizontal Alignment

PGS Parkway Phase III is a new roadway. There is no existing roadway connecting Clara Avenue to Chip Seal Parkway.

The existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) does not have any horizontal curves.

2.2.9 Vertical Alignment

PGS Parkway Phase III is a new roadway. There is no existing roadway connecting Clara Avenue to Chip Seal Parkway.

The existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) does not have any significant vertical curvature.

2.2.10 Multi-modal Facilities

The existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway) features a six-foot sidewalk along the western side of the road. There are no dedicated bicycle facilities along the existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway).

Additionally, a 1.45-mile segment of the Gayle's Trails shared-use path network was constructed in 2023 extending from the western limits of the Breakfast Point neighborhood, westward to J.R. Arnold High School, and continues approximately one mile west of Alf Coleman Road along the Florida Power & Light Easement.

PGS Parkway Phase III is a new roadway. There are no transit routes serving the existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway).

2.2.11 Intersections

Existing intersection layouts and traffic control information within the Project Traffic Analysis Report (PTAR) study area are summarized in Figure 4: Existing Intersection Control and Geometry. There are traffic signals at the intersection of US 98 (SR 30A/Panama City Beach Parkway) with Clara Avenue, Alf Coleman Road, Richard Jackson Boulevard, Allison Avenue, and

Chip Seal Parkway; a traffic signal is under construction at the intersection of US 98 (SR 30A/Panama City Beach Parkway) with Moylan Road. There is a roundabout at the eastern terminus of the Phase III corridor on Chip Seal Parkway. All other existing connections to Clara Avenue, Alf Coleman Road, and Chip Seal Parkway within the study area are two-way stop-controlled.

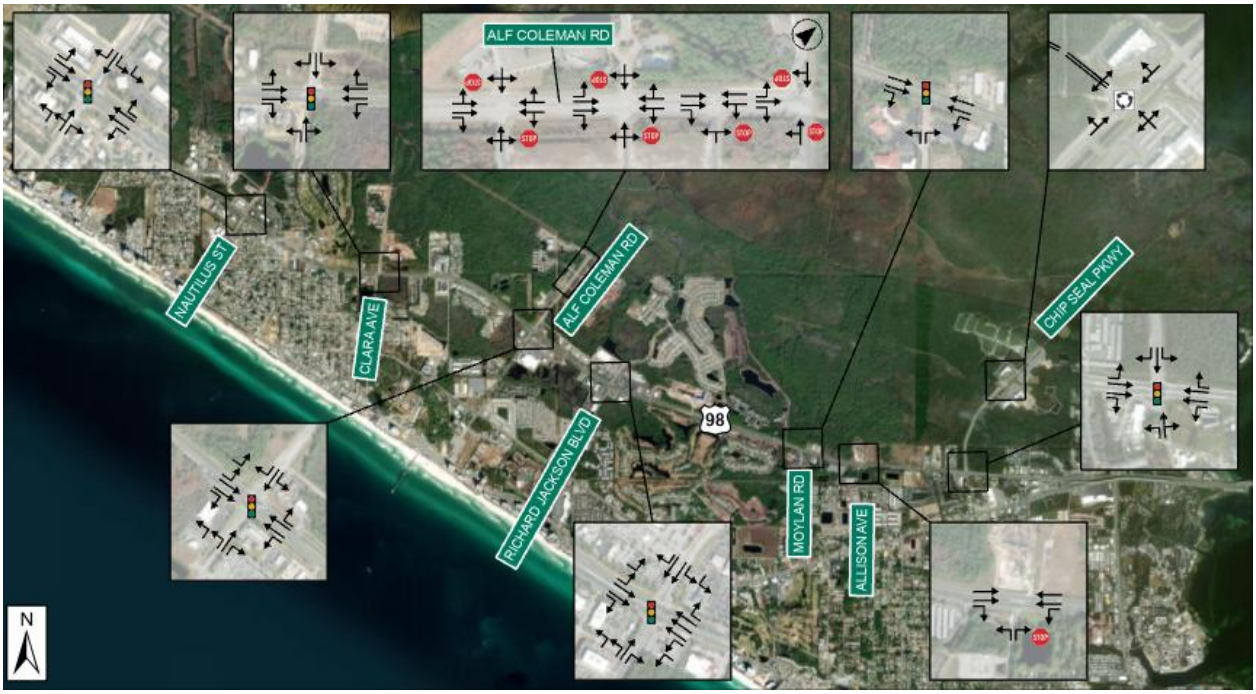


Figure 4: Existing Intersection Control and Geometry

2.2.12 Physical or Operational Restrictions

PGS Parkway Phase III is a new roadway. There are no physical or operational restrictions on the existing portion of Clara Avenue north of US 98 (SR 30A/Panama City Beach Parkway).

2.2.13 Traffic Data

PGS Parkway Phase III is a new roadway. For the purposes of understanding the potential traffic impacts associated with the construction of PGS Parkway Phase III, the existing (2023) traffic conditions along US 98 (SR 30A/Panama City Beach Parkway) between Clara Avenue and Chip Seal Parkway were evaluated in the PTAR. Table 1: Existing (2023) Traffic Data summarizes the existing (2023) Annual Average Daily Traffic (AADT) volume, peak hour two-way volume, Directional Design Hour Volumes (DDHV), truck percentages, pedestrian counts, and bicycle counts under existing conditions, based on data collected in May 2023. The data informing Table 1: Existing (2023) Traffic Data is provided in Appendix B of the PTAR.

Table 1: Existing (2023) Traffic Data

Roadway		Roadway Attributes			Existing (2023) Conditions					
From	To	Context Classification[1]	Number of Lanes[2]	Adopted LOS[2]	AADT	Peak Hour Two-Way Volume	DDHV	Truck %	Peak Hour Pedestrian Crossings	Peak Hour Bicycle Volumes
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	5,900	850	600	0.8%	9	0
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	2,700	350	250	0.0%	1	0
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	3,000	250	150	3.6%	0	0
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	4	D	63,500	4,600	2,500	3.9%	3	0
Clara Avenue	Alf Coleman Road	C3C	4	D	60,000	4,300	2,200	0.0%	1	0
Alf Coleman Road	Richard Jackson Boulevard	C3C	4	D	58,500	4,100	2,200	0.0%	3	0
Richard Jackson Boulevard	Moylan Road	C3C	4	D	59,000	4,300	2,300	0.0%	0	0
Moylan Road	Chip Seal Parkway	C3C	4	D	52,000	3,900	2,000	0.0%	0	0
Chip Seal Parkway	Thomas Drive	C3C	4	D	51,000	3,800	1,900	0.0%	1	0

1. Context Classification obtained from FDOT Preliminary Context Classification.
2. Roadway attributes obtained from the Bay County Concurrency Managament System

2.2.14 Roadway Operational Conditions

Existing (2023) daily capacity conditions within the study area are summarized in Table 2: Existing (2023) Daily Traffic Conditions. All study segments of US 98 (SR 30A/Panama City Beach Parkway) exceed their adopted LOS D service capacity under existing (2023) daily conditions. Existing (2023) PM peak hour two-way capacity conditions within the study area are summarized in Table 3: Existing (2023) Peak Hour Two-way Traffic Conditions. As with the daily conditions, all study segments of US 98 (SR 30A/Panama City Beach Parkway) exceed their adopted LOS D service capacity under existing (2023) two-way peak hour conditions. Construction funding to widen these segments of US 98 (SR 30A/Panama City Beach Parkway) is included in the FDOT Five Year Work Program (Project ID 217838-5).

Intersection operational analyses were also performed within the study area under existing (2023) AM peak hour and PM peak hour conditions. Results of the intersection analyses are summarized in the PTAR. The only intersection that was determined to operate with LOS E or worse under existing (2023) conditions was the intersection of US 98 (SR 30A/Panama City Beach Parkway) and Allison Avenue, which was stop-controlled at the time of data collection but has since been modified to signal control.

Table 2: Existing (2023) Daily Traffic Conditions

Roadway		Roadway Attributes				2022 Seasonal Factor	Existing Year (2023) Daily Conditions		
From	To	Context Classification[1]	Number of Lanes[2]	Adopted LOS[2]	Daily MSV[3]		Volume	V/MSV	LOS[4]
Alf Coleman Rd									
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	37,000	1.00	5,900	0.16	C
Chip Seal Parkway									
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	21,700	1.00	2,700	0.12	C
Clara Avenue									
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	20,100	1.00	3,000	0.15	C
US 98 (Panama City Beach Parkway)									
Nautilus Street	Clara Avenue	C3C	4	D	40,300	1.00	63,500	1.58	F
Clara Avenue	Alf Coleman Road	C3C	4	D	40,300	1.00	60,000	1.49	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	4	D	40,300	1.00	58,500	1.45	F
Richard Jackson Boulevard	Moylan Road	C3C	4	D	40,300	1.00	59,000	1.46	F
Moylan Road	Chip Seal Parkway	C3C	4	D	40,300	1.00	52,000	1.29	F
Chip Seal Parkway	Thomas Drive	C3C	4	D	40,300	1.00	51,000	1.27	F

1. Context Classification obtained from FDOT Preliminary Context Classification.
2. Roadway attributes obtained from the Bay County Concurrency Management System
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.

Table 3: Existing (2023) Peak Hour Two-way Traffic Conditions

Roadway		Roadway Attributes				Existing Year (2023) Peak Hour Two-Way Conditions		
From	To	Context Classification[1]	Number of Lanes[2]	Adopted LOS[2]	Peak Hour Two-Way MSV[3]	Volume	V/MSV	LOS[4]
Alf Coleman Rd								
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	3,330	850	0.26	C
Chip Seal Parkway								
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	1,950	350	0.18	C
Clara Avenue								
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	1,810	250	0.14	C
US 98 (Panama City Beach Parkway)								
Nautilus Street	Clara Avenue	C3C	4	D	3,620	4,600	1.27	F
Clara Avenue	Alf Coleman Road	C3C	4	D	3,620	4,300	1.19	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	4	D	3,620	4,100	1.13	F
Richard Jackson Boulevard	Moylan Road	C3C	4	D	3,620	4,300	1.19	F
Moylan Road	Chip Seal Parkway	C3C	4	D	3,620	3,900	1.08	F
Chip Seal Parkway	Thomas Drive	C3C	4	D	3,620	3,800	1.05	F

1. Context Classification obtained from FDOT Preliminary Context Classification.
2. Roadway attributes obtained from the Bay County Concurrency Management System
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.

2.2.15 *Managed Lanes*

PGS Parkway Phase III is a new roadway. There are no managed lanes within the existing study area.

2.2.16 Crash Data

Crash records for the U.S. 98/Panama City Beach Parkway corridor from January 1, 2019, to December 31, 2023, were obtained from the University of Florida's *Signal 4 Analytics*.

A total of 1,476 crashes were recorded on U.S. 98/Panama City Beach Parkway for this segment from 2019-2023, as presented in Table 4: US 98 (SR 30A/Panama City Beach Parkway) Crashes and Severity by Year. The number of crashes fell from 2019 to 2020 and then increased each following year with the total number of crashes in 2023 being the first year to surpass the number of crashes in 2019. Over 95% of the crashes resulted in injury and property damage. Seven fatal crashes were reported during the five-year analysis period.

Table 4: US 98 (SR 30A/Panama City Beach Parkway) Crashes and Severity by Year

Crash Severity	Year					Total
	2019	2020	2021	2022	2023	
Fatality	0	2	1	2	2	**7**
Serious Injury	3	4	4	1	11	**23**
Injury	51	39	52	66	85	**293**
No Injury	296	147	174	276	260	**1153**
Total	*350*	*192*	*231*	*345*	*358*	***1476***

The most common crash type during this time period was rear ended crashes, which accounted for 52.9% of the total crashes. The other crash types that contributed to 10% or more of total crashes were left turn crashes and sideswipes. Table 5: US 98 (SR 30A/Panama City Beach Parkway) Number of Crashes by Type and Year details the crashes during the analysis period by type of crash and year that crash occurred.

Table 5: US 98 (SR 30A/Panama City Beach Parkway) Number of Crashes by Type and Year

Crash Type	Year					Total
	2019	2020	2021	2022	2023	
Angle	21	9	21	20	30	**101**
Animal	0	0	0	1	1	**2**
Bicycle	3	3	0	2	0	**8**
Head On	2	3	1	4	2	**12**
Left Turn	40	15	26	41	44	**166**
Off Road	6	3	7	8	2	**26**
Pedestrian	0	1	2	1	1	**5**
Rear End	185	112	123	178	183	**781**
Right Turn	5	3	2	7	5	**22**
Rollover	4	2	2	0	1	**9**
Sideswipe	37	22	22	44	40	**165**
Other	38	13	14	24	37	**126**
Unknown	9	6	11	15	12	**53**
Total	*350*	*192*	*231*	*345*	*358*	***1,476***

The crash rate lowered from 2019 to 2021 but then increased each subsequent year from 2021 to 2023. 2023 had the highest crash rate and the statewide crash rate average from 2019 was surpassed during years 2019, 2022, and 2023. Table 6: Crash Rate by Year displays the crash rate information for each year from 2019-2023.

Table 6: Crash Rate by Year

Segment	Year					Total	Statewide Average
	2019	2020	2021	2022	2023		
US 98 (Panama City Beach Parkway) Clara Avenue to Chip Seal Parkway	4.79	3.45	3.19	4.77	4.95	**4.27**	**3.89**

Crashes per million vehicle-miles traveled
Source: Signal Four Analytics. Latest available statewide average is from 2019

Figure 5: Fatal and Serious Injury Crashes, 2019-2023 illustrates the fatal and serious injury crash locations along US 98 (SR 30A/Panama City Beach Parkway) during the analysis period. Most crashes along US 98 (SR 30A/Panama City Beach Parkway) occurred at the intersections within the study area. Several fatal and serious injury crashes were reported at the intersections of US 98 (SR 30A/Panama City Beach Parkway) with Moylan Road and with Allison Avenue, which will have both been signalized since the five-year crash analysis period.

Most of the study area crashes within the five-year analysis period occurred under daylight conditions (76%) and with dry roadway surface conditions (86%), as summarized in

Figure 6: Lighting and Roadway Surface Conditions for 2019-2023 Crashes. Additional crash details and analyses are provided in the PTAR.

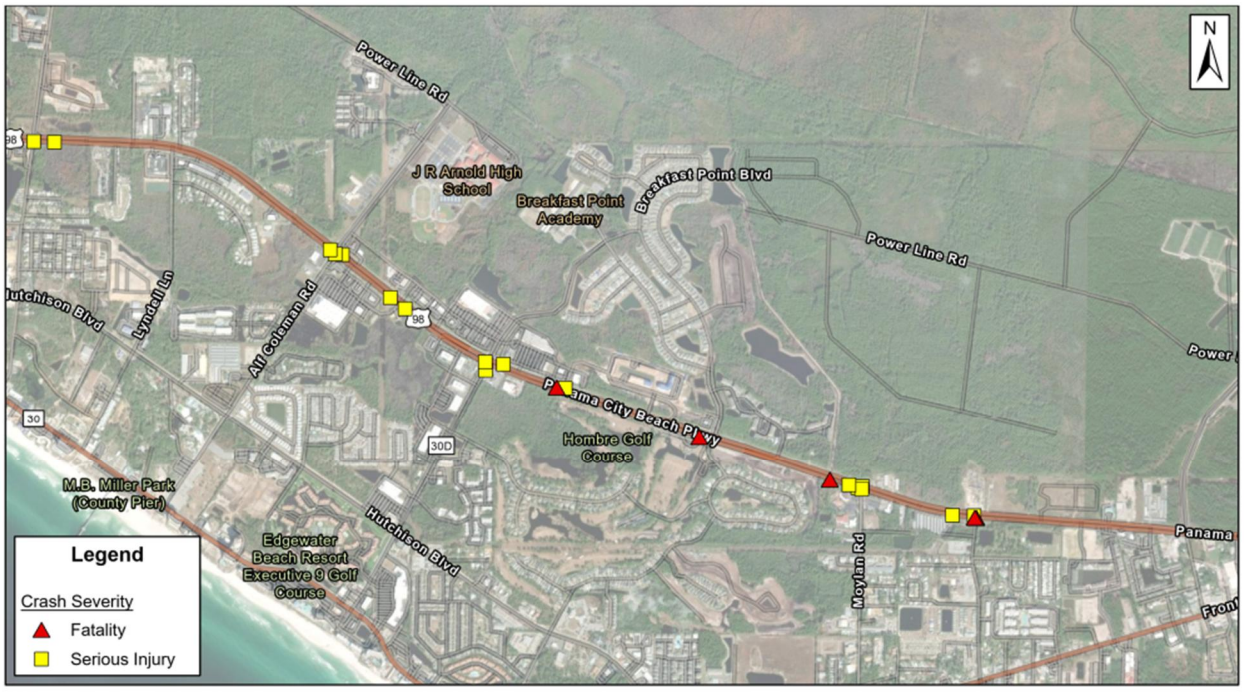


Figure 5: Fatal and Serious Injury Crashes, 2019-2023

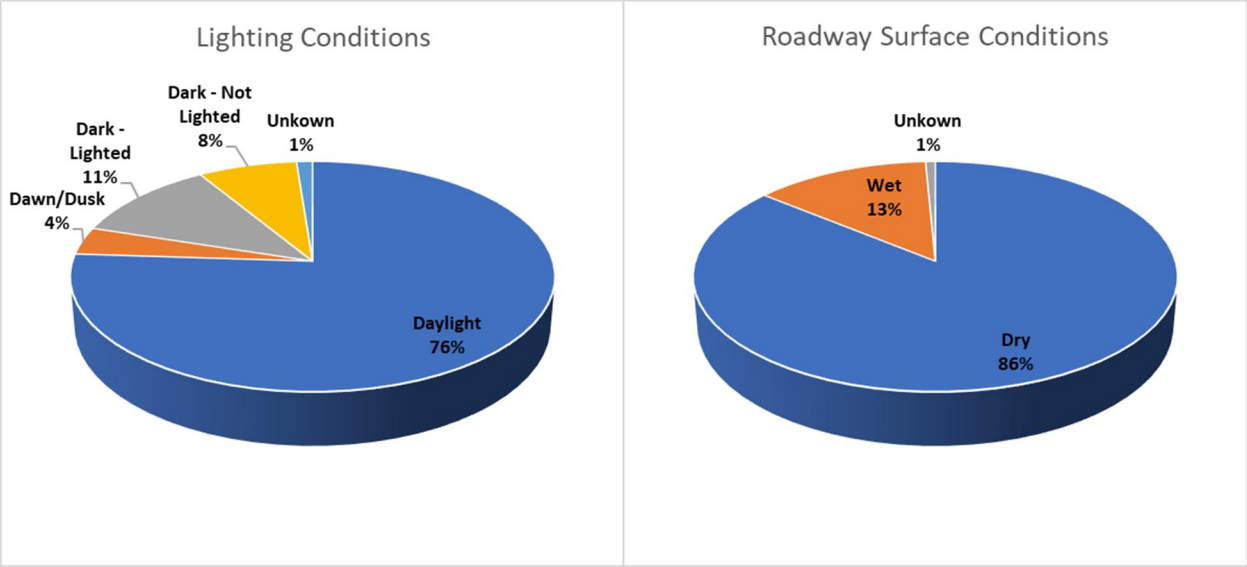


Figure 6: Lighting and Roadway Surface Conditions for 2019-2023 Crashes

2.2.17 Railroad Crossings

There are no existing railroad crossings within the study area.

2.2.18 Drainage

The majority of the project corridor is located within the jurisdictional boundaries of Bay County with a small portion of the eastern end of the project falling within the boundaries of Panama City Beach. The project is located within the Northwest Florida Water Management District (NWFWMD). Existing land cover across the site is primarily forested wetlands and a large portion of the project will bisect the existing Breakfast Point Conservation Easement. Stormwater runoff in the area drains south to north via, overland flow, small swales, and a handful of larger canals. The eventual outfall for the project area and the offsite running through it is West Bay (WBID #1061A) which drains into St. Andrew Bay (WBID #1061B, 1061C, 1061E), and finally into the Gulf of Mexico (WBID #8014).

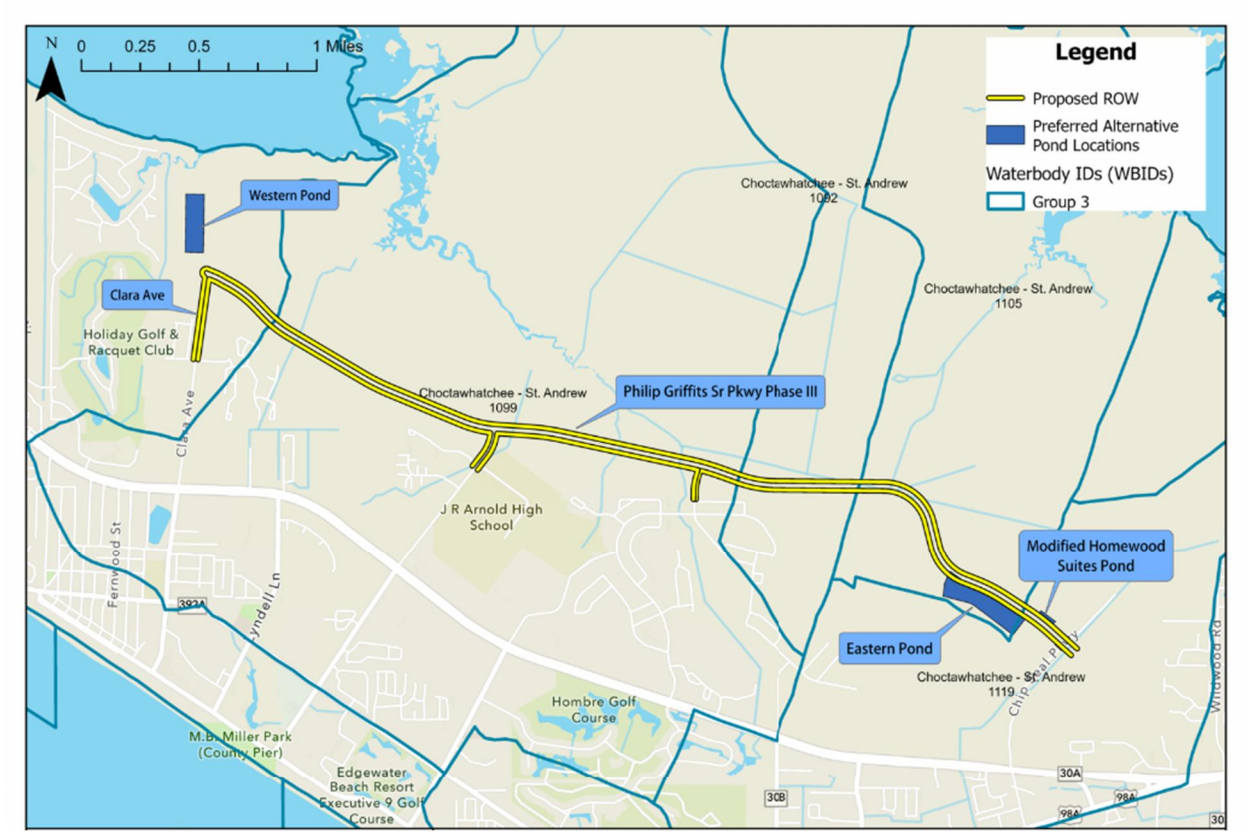


Figure 7: Waterbody ID Map

The Florida Department of Environmental Protection's (FDEP) Comprehensive Verified List of Impaired Waterbodies (February, 2025) lists the following downstream waterbodies as being

impaired: West Bay (WBID #1061A) for Fecal Coliform, St. Andrew Bay North and Middle Segments (WBID #1061B, 1061C) for Enterococci. At the time of this report, there were no directly downstream waterbodies listed for nitrogen or phosphorus impairments. St. Andrew Bay is classified as a FDEP Outstanding Florida Waters (OFW). OFW are waters of the state deemed worthy of special protection because of their natural attributes. Watersheds that drain to OFW are held to elevated water quality treatment standards.

Soils in the area are a mixture of different types of sand with hydrologic soil group classifications of (A/D). The dual classification is representative of soils with high hydraulic conductivity rates that reside in areas with a high groundwater table (<2-ft). Soils in the area most likely infiltrate at a high rate during the dry season and poorly during the wet season.

Thirty-eight (38) basins have been identified within the limits of the study area. Detailed information about each drainage basin is available in the Pond Siting Report (PSR) available in the project file. Basins and sub-basins have been defined to correlate with anticipated cross drains locations. 2020 Light Detection and Ranging (LiDAR) elevations used in the delineation of basins were sourced from the National Oceanic and Atmospheric Administration (NOAA). In addition to this data, field visits, and permitted information sourced from NWFWMD for adjacent developments were used where applicable. All basins within the corridor are considered open basins.

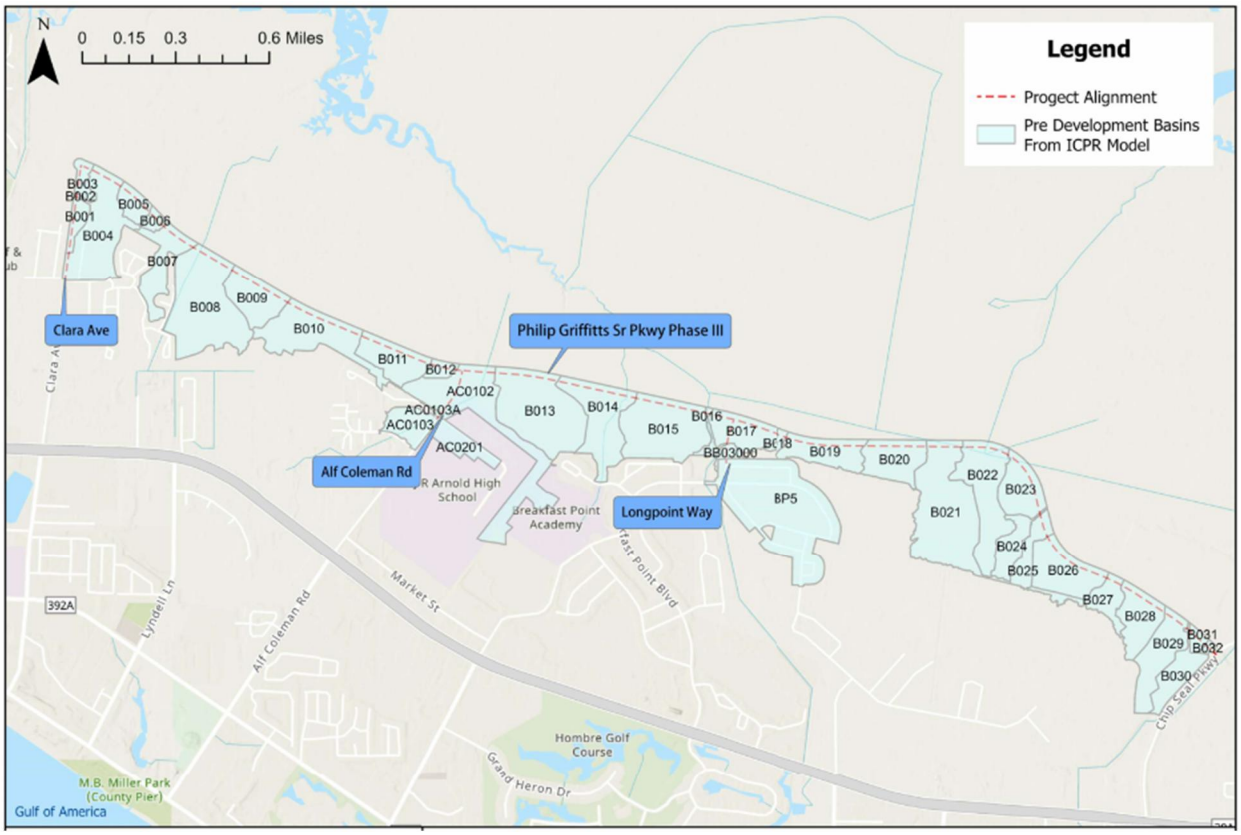


Figure 8: Pre Development Basin Map

There is a significant amount of off-site drainage which runs south to north at various locations throughout the project corridor. Areas of concentrated flow (i.e. depressions, swales, canals) running across the project corridor were identified for cross drain analysis. Approximately (34) cross drains are anticipated for the proposed corridor. Information relating to estimated flow rates at these crossings in the existing condition can be found in the Location Hydraulics Report (LHR) provided in the project file.

The majority of the project is located within Federal Emergency Management Agency (FEMA) regulated Flood Zone A (floodplain elevation not established), and Flood Zone AE with floodplain elevations ranging from 8'-9'. A small portion of the project is located within Flood Zone X (0.2% annual chance flood hazard). There are no known regulated floodways within the project area. The following FEMA Flood Insurance Rate Maps (FIRM) contain the project area: 12005C0302J, 12005C0304J, 12005C0308J, 12005C0309J. Because the site sits directly adjacent to tidally influenced waters (West Bay), the flood elevations listed in the FEMA FIRM maps are based upon estimated tidal surge elevations.

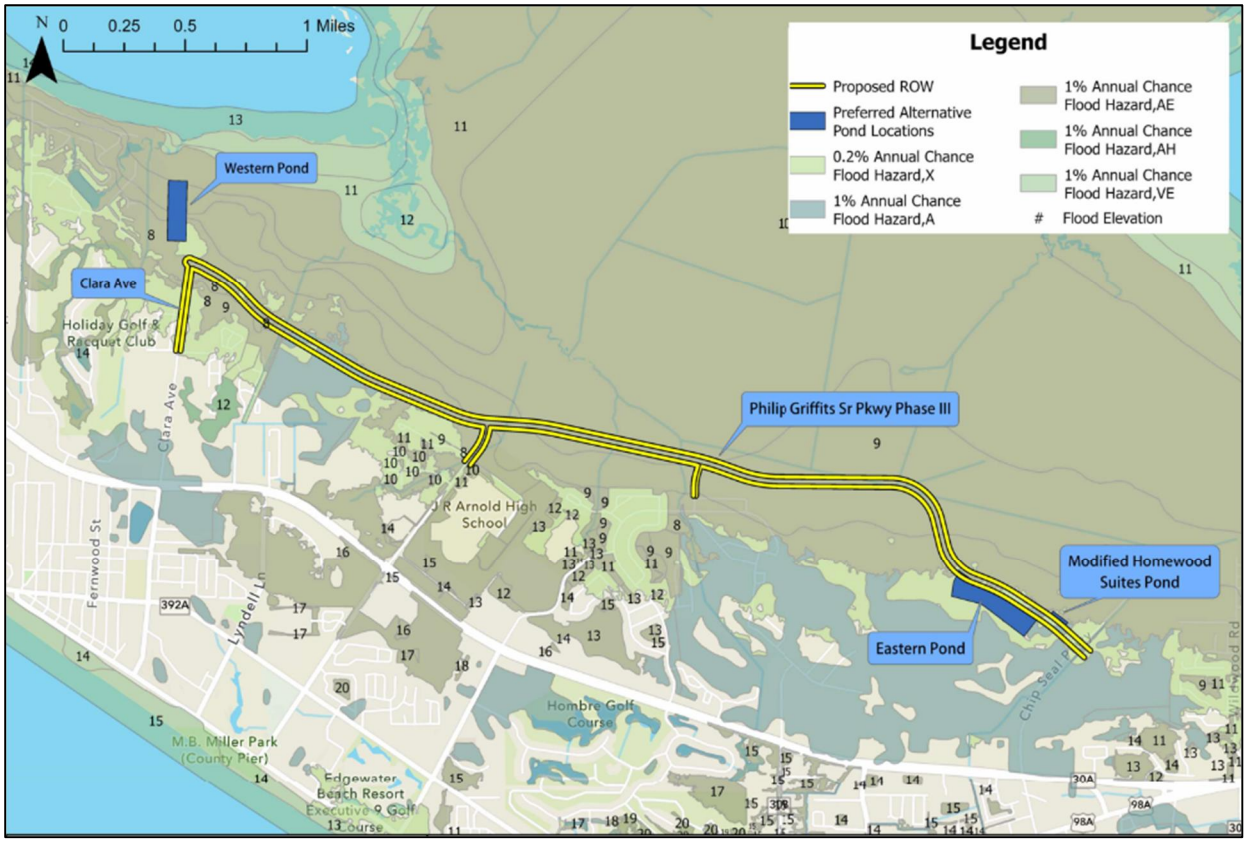


Figure 9: FEMA Flood Hazard Zones

The extents of the project fall within the following United States Geological Survey (USGS) defined HUC-12 Basin Boundaries: A small portion of the easternmost project extents outfall into the Intercoastal Waterway-West Bay Basin (HUC12 #031401011002), the remainder of the project falls within the Alligator Bayou-Botheration Bay Frontal Basin (HUC12 #031401011003). Both basins drain north and outfall into St. Andrew Bay (HUC12 #031401011100), which then drains into Bell Shoal-Gulf of Mexico (HUC12 #031401011200).

2.2.19 Lighting

The existing lighting within the study area is summarized in Table 7: Existing Lighting. Florida Power & Light Company (FPL) is the maintaining agency for the existing lighting infrastructure along US 98 (SR 30A/Panama City Beach Parkway).

Table 7: Existing Lighting

Location	Type	Comment	Maintaining Agency
US 98 (SR 30A/Panama City Beach Parkway)	Conventional	From Nautilus Street to Chip Seal Parkway. Mostly located at intersections.	FPL
Clara Avenue	None	--	--

2.2.20 Utilities

All utility marked plans and as-built information will be included in the supporting Utility Assessment Report, to be provided under separate cover.

2.2.20.1 Utility Coordination

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility owners. A Sunshine State 811 of Florida Design Ticket System listing of existing utility owners was acquired on July 10, 2025.

Initially, verbal communication was made to all utility owners outlining the investigation effort along with the project limits. The list of utility agencies owners (UAO) known to operate utilities within the project corridor is provided in Table 8: Utility Contact Information.

Table 8: Utility Contact Information

Utility Agency	Contact Name	Contact Phone	Contact Email
AT&T Distributions	Steve Perry	850-913-3709	SP3783@att.com
Comcast Communications	Andrew Sweeney	904-738-6898	Andrew_sweeney@comcast.com
Florida Power & Light	Catrell Briggs	850-872-3349	Catrell.Briggs@fpl.com
Wide Open West "WOW"(fka Knology)	Richard LaGanga	850-215-5740	Richard.LaGanga@wowinc.com
TECO Peoples Gas	Mark Noble	850-914-6129	MNoble@tecoenergy.com
City of Panama City Beach	Rosalie Hansen	850-233-5100	Rosalie.Hansen@pcbfl.gov
Verizon	Thomas Broyles	850-475-7465	Thomas.broyles@verizon.com

For the preparation of the report, utility owners were provided with an aerial depicting the limits of the PGS Parkway Phase III project. Using this aerial map, each utility owner was asked to indicate any of their existing utilities, infrastructure or facilities as well as any easements. In response, most utility owners replied via written communications. The utility owners provided the requested information concerning their facilities using either the utility plans or reference documentation (i.e., Geographic Information System [GIS] maps). "Marked" Plans or reference documentation received from the Utility Agency Owners is listed in Section 2.2.20.1 Existing Utility Facilities.

2.2.20.2 Existing Utility Facilities

AT&T

AT&T has a fiber optic cable that runs along Chip Seal Parkway.

Comcast Communications

Comcast does not have facilities within the research limits.

Florida Power & Light

Florida Power & Light (FPL) owns, maintains, and operates facilities in proximity to the project limits. FPL has high voltage 115KV transmission lines on 90-ft poles within an easement along Power Line Road (from Clara Avenue to Alf Coleman Road). Power Line Road extends to Chip Seal Parkway; however, no facilities were identified on this stretch of the road.

Wide Open West "WOW" (fka Knology)

No response

TECO Peoples Gas

TECO has existing underground gas facilities serving developments along Alf Coleman Road, Richard Jackson Boulevard, and Chip Seal Parkway. There were no facilities beyond this extent identified.

City of Panama City Beach

The City of Panama City Beach has underground potable water and wastewater facilities serving the developments along Clara Avenue, Alf Coleman Road, Richard Jackson Boulevard, and Chip Seal Parkway. Additionally, the City has a 24" water transmission line within the FPL easement previously mentioned along Power Line Road.

Verizon

Verizon has cell towers along Philip Griffitts Sr Parkway and Alf Coleman Road.

2.2.21 Soils and Geotechnical Data

Based on the soil classifications found in the United States Department of Agriculture (USDA) and the National Resources Conservation (NRCS) Soil Survey for the project corridor, the project study area is comprised of 15 soil types as listed below and illustrated in Figure 10: Study Area Hydrologic Soil Groups.

- 13: Leon Sand, 0 to 2 percent slopes
- 22: Pamlico-Dorovan Complex
- 23: Chipley Sand, 0 to 5 percent slopes
- 27: Mandarin Sand, 0 to 2 percent slopes
- 29: Rutlege Sand, 0 to 2 percent slopes
- 30: Pottsburg-Pottsburg, wet, sand, 0 to 2 percent slopes
- 40: Arents, 0 to 5 percent slopes
- 41: Direго Muck
- 42: Resota Fine Sand, 0 to 5 percent slopes
- 43: Urban Land
- 44: Beaches
- 45 Kureb Sand, 0 to 5 percent slopes
- 47 Pits

- 52 Bayvi Loamy Sand
- 99 Water

Figure 10: Study Area Hydrologic Soil Groups

2.2.22 Aesthetics Features

The topography of the study area is relatively flat and the majority of the land within the study area south of the proposed Phase III corridor is or will be developed upon buildout. The natural features in the Breakfast Point Mitigation Bank provide significant foliage that will obstruct the view of the new roadway from the residents of the single family residential development.

2.2.23 Traffic Signs

No major overhead traffic signs are located on US 98 (Panama City Beach Parkway) within the study limits. Traffic signs along US 98 (Panama City Beach Parkway), Clara Avenue, Alf Coleman Road, and Chip Seal Parkway in the study area are consistent with typical signage on similar facilities. Regulatory, warning, and guide signs are located throughout the study area.

2.2.24 Noise Walls and Perimeter Walls

No noise or perimeter walls existing within the study area.

2.2.25 Intelligent Transportation Systems (ITS)/Transportation System Management and Operations (TSM&O) Features

At six intersections along the U.S. 98 (Panama City Beach Parkway) corridor between Clara Avenue and Chip Seal Parkway, Bay County's "Smart Bay," Connected Vehicle (CV) initiative integrates Intelligent Transportation Systems (ITS) and Transportation Systems Management & Operations (TSM&O) technologies to improve safety, mobility, and reliability. The corridor is supported by a 288-count fiber network used by FDOT and local governmental agencies, providing robust communication for connected and automated systems. The "Smart Bay" projects deploy roadside and on-board units enabling possible connectivity for personal vehicles, as well as fire, transit, and emergency fleets. The system collects Automated Traffic Signal Performance Measures (ATSPM) data to optimize signal timing, reduce congestion, and enable proactive maintenance. Designed as a scalable, technology-agnostic platform, the corridor aligns with emerging federal connected-vehicle standards while preparing Bay County for future integration of public and private fleets into a unified connected transportation network.

2.3 Existing Bridges and Structures

There are no existing bridges located within the study limits.

2.4 Existing Environmental Features

Ecological communities within the project corridor include freshwater wetlands, upland forest and upland prairie habitats. A large portion of the corridor occurs within the limits of the Breakfast Point Mitigation Bank, a state and federally permitted site that generates wetland credits to offset impacts elsewhere within the regional watershed. Anticipated impacts to the mitigation bank as

well as to existing conservation easements are addressed in the Natural Resources Evaluation (NRE) report for this project.

The environmental features vary moderately between the alignment alternatives that were evaluated. Generally, the project area consists of approximately 47–49 acres wetland habitats (Bottomland, Cypress, Hydric Pine Flatwoods, Wetland Forested Mixed, Wetland Shrub, Wet Prairie), 40–46 percent undeveloped lands (Palmetto Prairie, Flatwoods), and 7–12 percent developed lands (Disturbed Land, Roadway, Stormwater Pond).

Several natural upland communities considered suitable for wildlife were identified in the project area including communities identified as Palmetto Prairie and Mesic Flatwoods.

The existing conditions of the wetlands in the project area were assessed utilizing Geographical Information System (GIS) data and field verified. A total of six wetland communities were identified, all occurring within the St. Andrew Bay basin. The wetland communities are composed of Stream and Lake Swamp, Cypress, Hydric Pine Flatwoods, Wetland Forested Mixed, Wetland Scrub-Shrub, and Wet Prairie.

One Other Surface Water (OSW) was identified within the project area, which is an existing stormwater pond on the eastern portion of the study area, which provides stormwater treatment and attenuation for the Panama City Beach Publix Sports Park on Chip Seal Parkway. As a constructed stormwater pond, this site is not classified as a jurisdictional water of the state or the U.S. The OSW is not considered suitable habitat for listed wading birds due to the depth of the pond, the high nuisance coverage, and steeply incised banks.

The NRE also summarizes and addresses potential effects on state and federal protected species, with the conclusion that there will be no effect, no adverse effect, or may affect but not likely to affect protected species.

3.0 FUTURE CONDITIONS

3.1 Future Conditions Considerations

3.1.1 Future Conditions – Land Use

Within the study area, there are several approved developments that are expected to be constructed prior to or concurrent with the PGS Parkway Phase III corridor. Along Clara Avenue at the western project limits, a self-storage facility and a 158-unit single-family and townhome subdivision have been approved.

Breakfast Point East Phase 4 has been approved for 176 single-family residential units east of the existing Breakfast Point subdivision, and 4 commercial lots have been approved on Moylan Road, north of US 98 (Panama City Beach Parkway). Construction of Moylan Road and the traffic signal modifications at the intersection of US 98 (Panama City Beach Parkway) and Moylan Road are underway and are expected to result in minor changes to travel patterns to and from the Breakfast Point subdivision.

Near the eastern limits of the study area, a 136,500-square foot indoor sport complex and the Western Region Resiliency Center (WRRC) are being constructed on Chip Seal Parkway, north of A. Gary Walsingham Academy.

3.1.2 Future Conditions – Travel Demand

Opening Year (2030) traffic volumes in the study area were developed in the PTAR by applying a 2.50 percent (2.50%) annual growth rate to existing (2023) traffic volumes based on historical growth trends, population projections in the County, and the latest development patterns within and near the study area. Design Year (2050) traffic volumes were developed in the PTAR by applying a more modest 1.50 percent (1.50%) annual growth rate to Opening Year (2030) volumes.

3.1.3 Future Conditions – US 98 (Panama City Beach Parkway)

US 98 (Panama City Beach Parkway is being widened from four lanes to six lanes within the project limit under FDOT project numbers 217838-4 (Nautilus Street to Richard Jackson Boulevard) and 217838-5 (Richard Jackson Boulevard to Hathaway Bridge). The additional capacity is necessary to accommodate future east-west volume projections through the study area, but traffic volumes on US 98 (Panama City Beach Parkway) in Opening Year (2030) are still expected to exceed the adopted LOS D standard.

4.0 DESIGN CONTROLS & CRITERIA

4.1 Design Controls

The FDOT Context Classification (October 2024) guidebook provides detailed criteria to determine the context classification. Based on project limits including mostly residential uses within large blocks of disconnected or sparse roadway networks, the context classification of C3R (Suburban Residential) will be used to control the design criteria. Additional design controls are summarized in Table 9: Design Controls .

Table 9: Design Controls

Design Element	Design Standard	Source
Design Standard Manual	FDOT Design Manual	
Design Vehicle:	WB-62FL	FDM 201.6.2
Functional Classification	C3R – Suburban Residential	FDM – Table 200.4.1
Design Speed Mainline	45 MPH	FDM – Table 201.5.1
Context Classification	C3R (Suburban Residential)	FDOT Context Classification Guidebook
Access Control Classification	Class 3 – Restrictive	FDM – Table 201.4.2

4.2 Design Criteria

The design criteria will adhere to the 2025 FDOT Design Manual (FDM) and National Cooperative Highway Research Program (NCHRP) Report 672 Roundabouts. Bridge and box culvert structural design criteria will meet requirements of the 2025 FDOT Structures Manual and American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) Bridge Design Specifications, 9th Edition (2020), as applicable. Wildlife crossing design criteria will be based on the types of species, location, and input from experts. There are currently no consistent specifications for wildlife crossings. Roadway design elements and applicable design standards considered in the design of the corridor are summarized in Table 10: Design Criteria.

Table 10: Design Criteria

Design Element	Design Standard	Source
Horizontal Geometry Criteria		
Lane Width Mainline	11 feet	FDM – Table 210.2.1
Shoulder Width	N/A – Curb & Guttered Road	N/A
Cross Slope Roadway Shoulder	 0.02 0.02	FDM 210.2.4
Median Width	N/A	-
Border Width	14 feet	FDM – Table 210.7.1
Lateral Offset Curbed Roadway	4 feet	FDM – Table 215.2.2
Clear Zone Width	24 feet	FDM – Table 215.2.1
Rate of Superelevation	0.05	FDM – Table 210.9.2
Minimum Curve Radius	694 feet	FDM – Table 210.8.2
Minimum Length of Horizontal Curve	675 feet	FDM – Table 210.8.1
Maximum Deflection without Curve	14 degrees	FDM 210.8.1
Maximum Deflection through Intersection	3 degrees	FDM – Table 212.7.1
Auxiliary Lane Minimum Acceleration Length	N/A	N/A
Auxiliary Lane Drop	N/A	N/A
Roundabout: Inscribed Circle Diameter	Typical Starting Diameter: 120’ – 160’	FDM 213.3
Roundabout: Entry Width	14’ – 18’	NCHRP 6.4.2

Design Element	Design Standard	Source
Roundabout: Circulatory Roadway Width	16’ – 20’	NCHRP 6.4.3
Roundabout: Truck Apron Width	3’ – 15’	NCHRP 6.4.7.1
Vertical Geometry Criteria		
Minimum Stopping Sight Distance	Downgrade: 400 feet (6% Grade) Upgrade: 331 feet (6% Grade)	FDM – Table 210.11.1
Minimum Passing Sight Distance	1625	FDM – Table 210.11.2
Minimum Profile Grade	0.3 %	FDM – Table 210.10.1.1
Maximum Profile Grade	6 %	FDM 210.10.1
Minimum Length of Vertical Curve	135 feet	FDM – Table 210.10.4
Crest Vertical Curve (Minimum K- Value)	98	FDM – Table 210.10.3
Sag Vertical Curve (Minimum K- Value)	79	FDM – Table 210.10.3
Maximum Change in Grade without Vertical Curve	0.70 %	FDM – Table 210.10.2
Stormwater Management Criteria		
Water Quality	Wet Detention: 1-inch of total runoff from developed project site (standard) + 0.5-inch of total runoff from developed project site (OFW) = 1.5-inches	NWFWMD Applicant’s Handbook Vol. II
Water Quantity	Peak post-development discharge rate must not exceed peak pre-development discharge rate for all project basins for the SCS III 25yr/24hr storm event.	NWFWMD Applicant’s Handbook Vol. II

Design Element	Design Standard	Source
	Peak post-development discharge rate must not exceed peak pre-development discharge rate for all project basins for the critical duration storm event for all FDOT storms up to the 100 yr frequency event.	FDOT Drainage Design Guide & Bay County Land Development Regulations

5.0 ALTERNATIVES ANALYSIS

5.1 No-Build (No-Action) Alternative

The No-Build Alternative considers programmed improvements within the study area but does not include the proposed PGS Parkway Phase III corridor from Clara Avenue to Chip Seal Parkway. These improvements include the following:

- The planned widening of U.S. 98 (Panama City Beach Parkway) from four lanes to six lanes
- The construction of a northern leg for Moylan Road
- Modifying the intersection at U.S. 98 (Panama City Beach Parkway) and Allison Avenue from a two-way stop control to a signalized intersection

In the No-Build scenario, it is assumed that signal timings would be modified over time to better accommodate future traffic patterns with the span of the Opening Year and Design Year.

The advantages of the No-Build Alternative include:

- No impact to adjacent social, cultural, natural, or physical environments
- No utility impacts
- No expenditure of funds for ROW acquisition, design, or construction

The disadvantages of the No-Build Alternative include:

- Does not meet the Purpose of the project.
    - Does not improve mobility in the study area by providing an alternative to US 98 (SR 30A/Panama City Beach Parkway) for local traffic.
    - Does not enhance vehicular and pedestrian connectivity to J.R. Arnold High School, A. Gary Walsingham Academy, the Panama City Beach Publix Sports Park, and the Breakfast Point neighborhood.
    - Does not address safety concerns on US 98 (SR 30A/Panama City Beach Parkway) within the study limits by reducing congestion.
    - Does not enable risk reduction and resiliency of the transportation network by providing an alternate route that is constructed above the storm surge elevation in the coastal high hazard area.
- Does not address the Needs of the project.
    - Does not provide an additional link within the transportation network to provide an alternative to currently congested routes

- Does not accommodate existing and future transportation demand on the study area road network
- Does not improve safety on existing roads
- Does not provide a reliable alternate route for emergency responders

The traffic capacity and operational results of the No-Build (No-Action) scenario are thoroughly evaluated in the PTAR. If PGS Parkway Phase III is not constructed, the segment of US 98 (Panama City Beach Parkway) between Clara Avenue will continue to experience significant congestion, leading to extensive travel delays and associated safety concerns.

The No-Build Alternative will remain viable throughout the PD&E Study.

5.2 Transportation Systems Management and Operations (TSM&O) Alternative

If no alternative route is provided, traffic conditions along US 98 (SR 30A/Panama City Beach Parkway) will continue to deteriorate. TSM&O and ITS improvements are inherent for the No-Build Alternative, as Bay County Engineering continues to address operational deficiencies at individual traffic signal along US 98 (Panama City Beach Parkway) within the study area. However, those TSM&O and ITS improvements are not expected to fully address the deficiencies without the construction of additional east-west capacity within the study area.

TSM&O and ITS improvements are similarly incorporated into the traffic signals within the study area under any of the Build alternatives.

5.3 Multimodal Alternatives

A Build alternative that strictly includes multimodal improvements is not considered in this PD&E Study. However, a shared-use path is included in all Build alternatives that were considered. A new segment of Gayle's Trails from approximately 0.35-mile east of Clara Avenue to Cedar Hammock Lane in the Breakfast Point subdivision was recently constructed. The Build alternatives will include a 10-12 foot shared-use path for the entirety of the Phase III corridor, increasing multimodal connectivity throughout the study area, especially for the schools and the sports park.

5.4 Build Alternatives

Three Build Alternatives were developed for PGS Parkway Phase III between Clara Avenue and Chip Seal Parkway. The alternatives are effectively identical except for the horizontal alignment between Alf Coleman Road and approximately 1.25 miles east of Alf Coleman Road (eastern end of the existing Breakfast Point subdivision). Figure 11: Build Alternative Alignments, PGS Parkway Phase III illustrates the three Build Alternative alignments that were evaluated.

5.4.1 Western Segment – Clara Avenue to Alf Coleman Road

All three alignment alternatives would generally follow the same route for the western segment between Clara Avenue and Alf Coleman Road. PGS Parkway Phase III would extend north from the existing Clara Avenue terminus to just north of the existing FPL power line easement. A roundabout at the northern terminus would facilitate the north-to-east and west-to-south movements, and the corridor would then continue eastward along the northern edge of the power line easement. Approximate one mile east of Clara Avenue, the alignment would begin a slight northward curve until the intersection with Alf Coleman Road. The northward curve may vary slightly depending on the alignment selected for the Middle Segment, but it will be aligned at least 700 feet north of the school to avoid impacts to the Arnold High School conservation easement.

5.4.2 Middle Segment – Alf Coleman Road to east of Breakfast Point

The three Build Alternatives divert most considerably in the middle segment. A brief description of each of the Middle Segment horizontal alignments follows:

5.4.2.1 Alignment 1 – Northern Option

The northernmost alignment alternative was developed to provide more distance from the existing Breakfast Point residential development without decreasing the viability of PGS Parkway Phase III as an alternative corridor to U.S. 98 (Panama City Beach Parkway). At the western end of the Breakfast Point subdivision, the northern option would provide more than 1,000 feet between the roadway and the nearest residential home. At the eastern end, the northern option would provide more than 400 feet between the roadway and the nearest residential home.

5.4.2.2 Alignment 2 – Center Alignment

Between the southern edge of the BPMB and the northern option, a center alignment was developed to compromise between the competing interests of the residential development to the south and the desire of USACE and FDEP to maintain the integrity of the BPMB to the north. The center alignment was aligned to avoid some potential protected habitats and run parallel with the Breakfast Point neighborhood northern boundary, approximately 350 feet to the north.

5.4.2.3 Alignment 3 – Southern Edge

The southernmost alignment alternative would be designed to effectively traverse the southern edge of the BPMB to minimize the amount of land that would be removed from the BPMB in order to accommodate the Phase III roadway.

5.4.3 Eastern Segment – East of Breakfast Point to Chip Seal Parkway

The easternmost portion of the PGS Parkway Phase III corridor would culminate at the existing roundabout on Chip Seal Parkway, near A. Gary Walsingham Academy. Much like the Western Segment, the Eastern Segment is expected to follow approximately the same route, regardless of which alignment alternative is ultimately selected for the Middle Segment. In any of the three alternatives, the Eastern Segment will curve south out of the BPMB, then curve east to align its terminus with the existing roundabout.

5.4.4 Other Build Alternative Components

Aside from the new two-lane roadway with a shared-use path that will follow one of the three Build Alternatives discussed above, the following components of the study network are also included in the evaluation prepared for this PER:

- Clara Avenue Extension
  - Two-lane typical section extending from existing terminus to north of the FPL power line easement.
  - At the northern extent of the Clara Avenue extension, a one-lane roundabout will facilitate north-to-east and west-to-south movements.
- PGS Parkway and Alf Coleman Road Intersection
  - Two-way stop control with northbound Alf Coleman Road stop-controlled.
- PGS Parkway and Longpoint Way Road Intersection
  - Two-way stop control with northbound Longpoint Way stop-controlled.

Additional information related to the Build Alternatives are provided in the following sections.

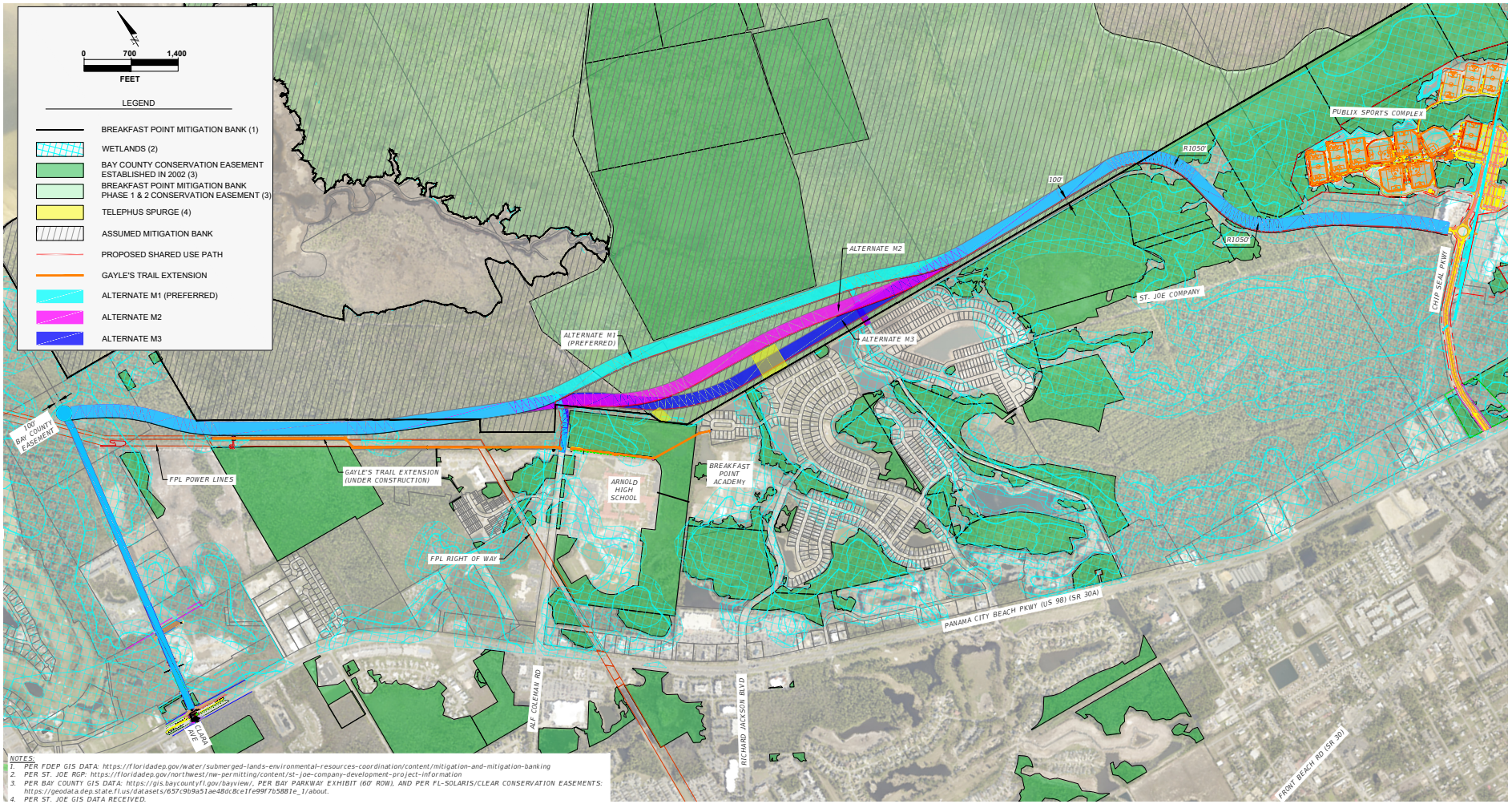


Figure 11: Build Alternative Alignments, PGS Parkway Phase III

5.4.5 PGS Parkway Phase III Typical Section

5.4.5.1 Build Alternative – Clara Avenue to St. Joe Property Line

The proposed typical section for PGS Parkway Phase III is the same for the three Build Alternatives. The proposed typical section from Clara Avenue to the St. Joe Property Line is shown in Figure 12: Build Alternative Typical Section, Clara Avenue to St. Joe Property Line. The typical section consists of 11-foot wide travel lanes (one in each direction), a 5-foot paved shoulder in both directions, and a 12-foot shared-use path on the southern side of PGS Parkway. The proposed right-of-way width is 200 feet, which includes accommodation for a reclaimed water line, a force main, and a water line that the City of Panama City Beach plans to construct within the right-of-way as part of the project.

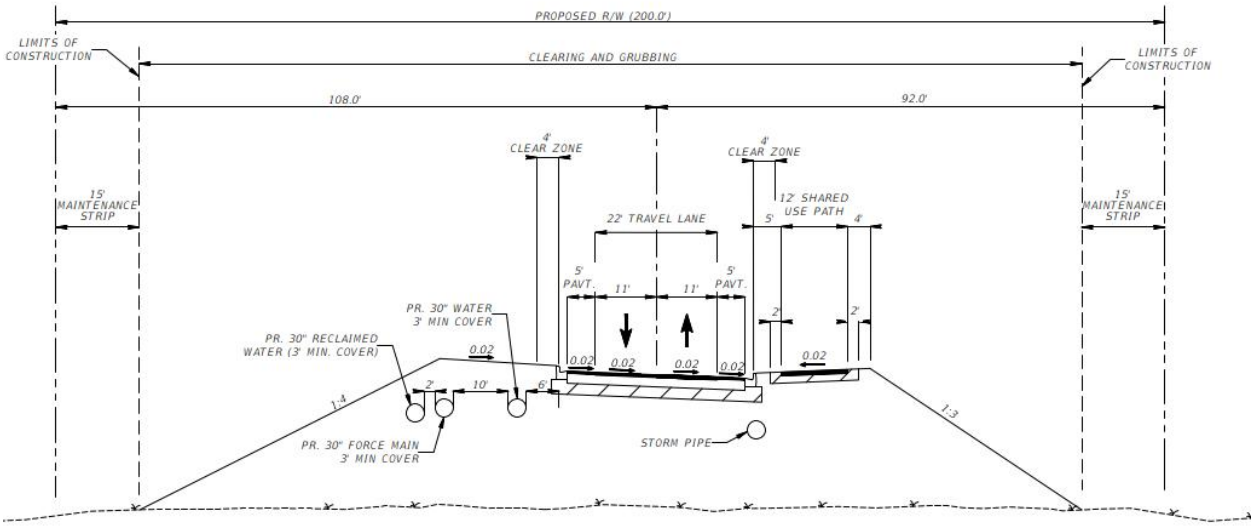


Figure 12: Build Alternative Typical Section, Clara Avenue to St. Joe Property Line

5.4.5.2 Build Alternative – St. Joe Property Line to Alf Coleman Road

The proposed typical section from the St. Joe Property Line to Alf Coleman Road is shown in Figure 13: Build Alternative Typical Section, St. Joe Property Line to Alf Coleman Road. The typical section consists of 11-foot wide travel lanes (one in each direction) with a 5-foot paved shoulder in each direction. Separated from the typical section within these limits is an existing 12-foot portion of the Gayle's Trails shared-use path. The proposed right-of-way width is 200 feet, which includes accommodation for a reclaimed water line, a force main, and a water line that the City of Panama City Beach plans to construct within the right-of-way as part of the project.

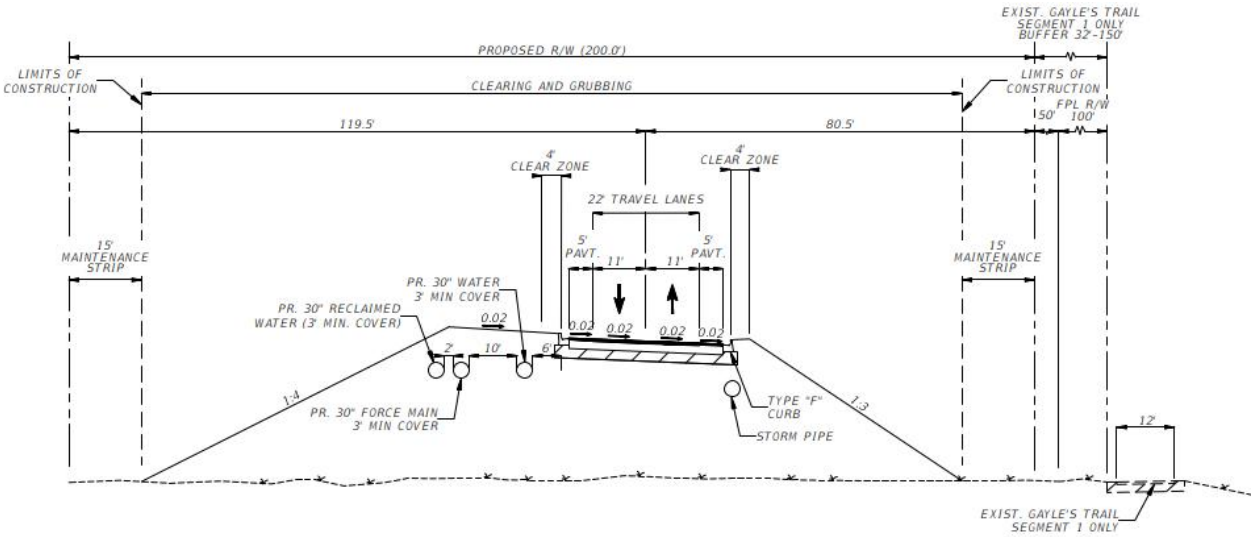


Figure 13: Build Alternative Typical Section, St. Joe Property Line to Alf Coleman Road

5.4.5.3 Build Alternative – Alf Coleman Road to Chip Seal Parkway

The proposed typical section from Alf Coleman Road to Chip Seal Parkway is shown in Figure 14: Build Alternative Typical Section, Alf Coleman Road to Chip Seal Parkway. The typical section consists of 11-foot wide travel lanes (one in each direction), a 5-foot paved shoulder in both directions, and a 12-foot shared-use path on the southern side of PGS Parkway. The proposed right-of-way width is 200 feet, which includes accommodation for a reclaimed water line, a force main, and a water line that the City of Panama City Beach plans to construct within the right-of-way as part of the project.

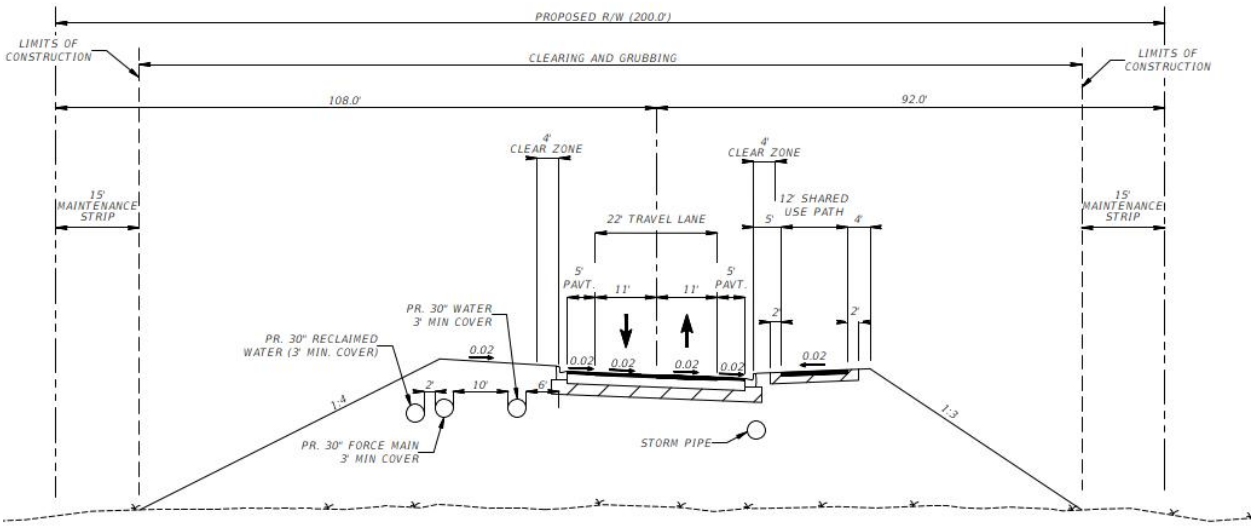


Figure 14: Build Alternative Typical Section, Alf Coleman Road to Chip Seal Parkway

Pending review of geotechnical data, environmental conditions, and negotiations with the FDEP and USACE, a portion of the Phase III segment between Alf Coleman Road and Chip Seal Parkway may ultimately be elevated to provide a wildlife crossing within the Breakfast Point Mitigation Bank. Figure 15: Build Alternative Wildlife Crossing Bridge Typical Section illustrates the typical section that would be utilized if a bridged section is deemed viable for the Preferred Alternative between Alf Coleman Road and Chip Seal Parkway.

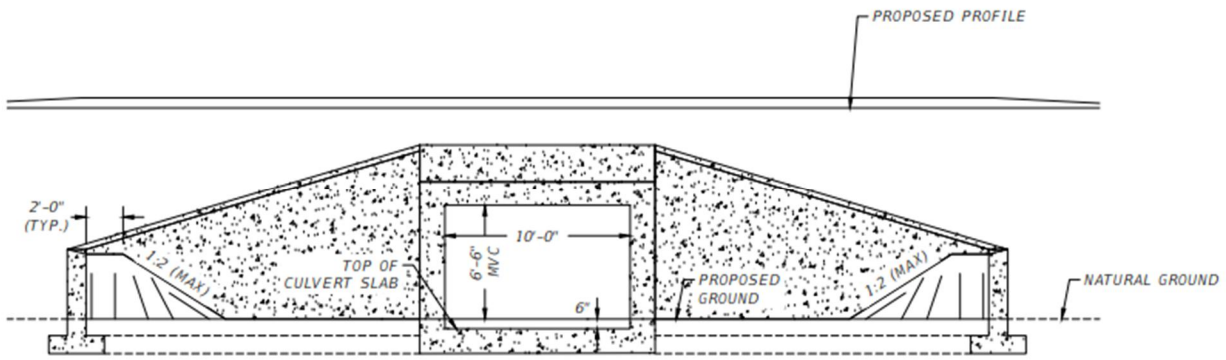


Figure 15: Build Alternative Wildlife Crossing Bridge Typical Section

5.4.6 Clara Avenue Extension Typical Section

The proposed typical section for the extension of Clara Avenue includes 11-foot wide travel lanes (one in each direction) and a 5-foot paved shoulder in both directions of travel. A 6-foot wide sidewalk would be extended on the western side of Clara Avenue, consistent with the existing typical section. The 100-foot right-of-way typical section for the Clara Avenue extension is shown in Figure 16: Build Alternative Typical Section, Clara Avenue Extension.

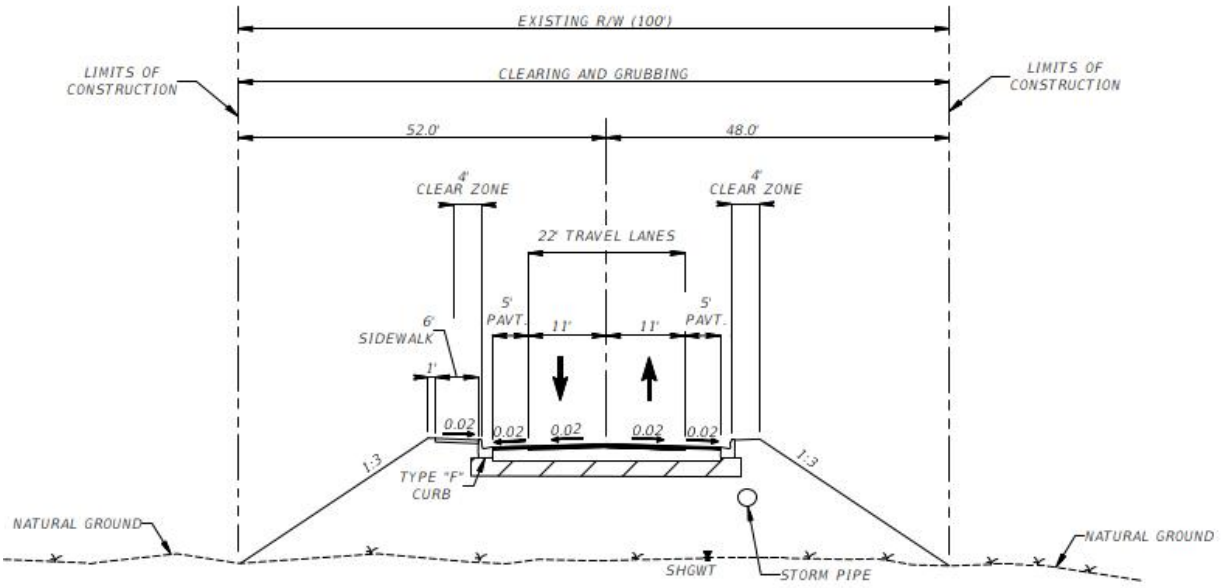


Figure 16: Build Alternative Typical Section, Clara Avenue Extension

5.4.7 *Alf Coleman Road Extension Typical Section*

The proposed typical section for the extension of Alf Coleman Road includes four 12-foot wide travel lanes (two in each direction), a 15.5-foot raised grass median, a 5-foot paved shoulder in both directions of travel, a 12-foot shared-use path on the west side of the roadway, and a 6-foot sidewalk on the east side of the roadway. The 190-foot right-of-way typical section for the Alf Coleman Road extension is shown in Figure 17: Build Alternative Typical Section, Alf Coleman Road Extension.

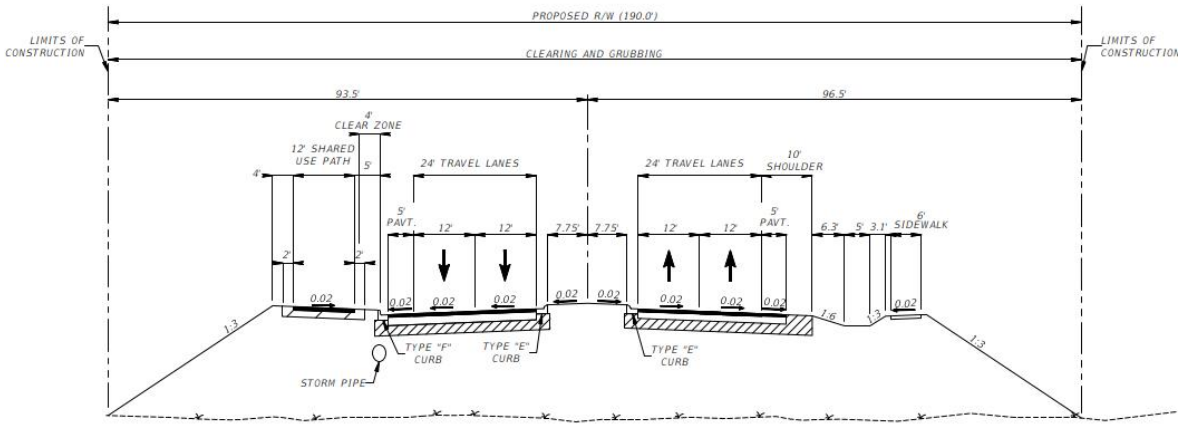


Figure 17: Build Alternative Typical Section, Alf Coleman Road Extension

5.4.8 *Longpoint Way Extension Typical Section*

The proposed typical section for the extension of Longpoint Way includes two 11-foot wide travel lanes (one in each direction) and 6-foot sidewalks on both the east and west side of the roadway. The 115-foot right-of-way typical section for the Longpoint Way extension is shown in Figure 18: Build Alternative Typical Section, Longpoint Way Extension.

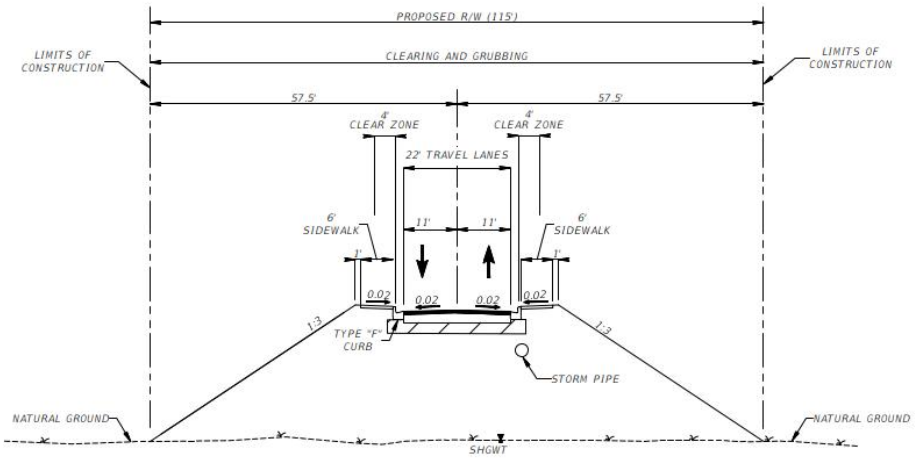


Figure 18: Build Alternative Typical Section, Longpoint Way Extension

5.5 Comparative Alternatives Evaluation

A comparative evaluation of the alternatives is provided in Table 11: Evaluation Matrix. The subsequent sections provide additional information in terms of engineering, socioeconomic, environmental, physical, traffic, and safety impacts, as well as cost estimates for each of the Build Alternatives.

Table 11: Evaluation Matrix

Evaluation Parameters	Build Alternatives			No-Build Alternative
	M1 (North)	M2 (Middle)	M3 (South)	
Purpose and Need				
Meets Purpose and Need	✓	✓	✓	✗
Traffic Effectiveness				
Improve mobility for local traffic	✓	✓	✓	✗
Enhance vehicular and pedestrian connectivity to schools, park, and Breakfast Point neighborhood	✓	✓	✓	✗
Reduce congestion along US 98 (SR 30A/Panama City Beach Parkway)	✓	✓	✓	✗
Enhance resiliency of the transportation network by providing an alternate route above the storm surge elevation in the coastal high hazard area	✓	✓	✓	✗

Evaluation Parameters	Build Alternatives			No-Build Alternative
	M1 (North)	M2 (Middle)	M3 (South)	
Potential Right-of-Way Impacts				
Right of Way Required (acres)	139.4 ac	134.0 ac	134.3 ac	0.0
Number of Parcels Impacted	8	8	8	0
Number of Potential Residential Relocations	0	0	0	0
Number of Potential Non-Residential Relocations	0	0	0	0
Natural/Cultural/Physical Environmental Effects				
Known Previously Recorded National Register Eligible Archaeological Sites Effected	0	0	0	0
Known Previously Recorded National Register Eligible Historic Sites Effected	0	0	0	0
Potential Noise Impacts	0	0	0	N/A
Air Quality Effects	0	0	0	None
Wetland Total Impacts (acres)	77.93 ac	77.07 ac	77.28 ac	0
Floodplain Impacts (acres)	139.4 ac	134.0 ac	134.3 ac	0
Protected Species Involvement	Moderate	Moderate	Moderate	None
Conservation Easement Impacts (acres)	41.47 ac	39.65 ac	39.59 ac	0.0
Potential Utility Impacts	FPL Easement	FPL Easement	FPL Easement	No
Potential Contamination Sites (medium or high)	0	0	0	0
Estimates in 2025 Present Day Costs ($ millions)				
Construction	$84.9M – 90.5M	$83.5M – 89.1M	$71.6M	$0
Right-of-Way	$0.9M	$0.9M	$0.9M	$0
Mitigation Bank Impacts	$3.6M – 7.3M	$3.6M – 5.9M	$4.2M – 6.0M	$0
Final Design	$3.0M	$3.0M	$3.0M	$0
Construction Engineering and Inspection (10%)	$8.5M – 9.1M	$8.4 – 8.9M	$7.2M	$0
Total Costs ($ millions)	$100.9M – 110.8M	$99.4M – 110.5M	$86.9M – 88.7M	$0

5.6 Selection of the Preferred Alternative

Build Alternative M1 is recommended as the Preferred Alternative for the following reasons:

- The No Build Alternative does not meet the purpose and need of the project. If parallel east-west capacity is not constructed, US 98 (SR 30A/Panama City Beach Parkway) is expected to exceed its daily and PM peak hour service capacities significant by Design Year 2050. Even with the construction of the Build Alternative.
- Alternative M1 provides the largest distance between the Phase III corridor and the Breakfast Point neighborhood, which is the preference of the residents and would create the greatest real and perceived buffer for noise and aesthetic impacts.
- Alternative M1 provides the largest swath of land south of the Phase III corridor that could continue to be maintained as a Conservation Easement. The M2 and M3 alignments would create smaller, less manageable parcels that would be more difficult to manage with controlled burns and other maintenance.
- Alternative M1 avoids a portion of the Breakfast Point Mitigation Bank which has been identified as potential habitat for the *telelphus spurge*, a protected species.

6.0 AGENCY COORDINATION & PUBLIC INVOLVEMENT

6.1 Agency Coordination

Agency coordination has occurred throughout the PD&E phase of the project and will continue as the project moves forward into design. Agency coordination documentation will be included in the Comments and Coordination Report, prepared as a supporting document to this study. Throughout the project, the County and Consultant team have met monthly to discuss project tasks and issues; representatives from the City of Panama City Beach have participated in those monthly meetings on occasion. In addition to monthly meetings, below is a history of specific agency coordination meetings that have been conducted, to date:

- Meeting with FDOT - April 17, 2023. Meeting included a review of the project segmenting, typical section, and environmental discussions. It was agreed that the PD&E would be county led and FDOT would informally review and not be a signatory on the environmental documentation. Plans for public involvement were also discussed, including a request from FDOT to be informed of field work in case the public reached out to FDOT when they saw surveyors, traffic counts, etc.
- Meeting with FDEP and USACE – June 30, 2023. The County introduced the project to representatives from FDEP and USACE Project, including information about the purpose of the project and the project schedule. The Consultant Team shared some of the constraints governing the project, including the planned widening of US 98 (SR 30A/Panama City Beach Parkway) and the Breakfast Point Mitigation Bank through which a portion of the Phase III corridor would traverse. There was discussion about avoidance and minimization options, mitigation requirements, and other mitigation considerations. The Consultant Team informed FDEP and USACE staff that the project would be screened through the Efficient Transportation Decision Making (ETDM) Programming Screen for agency review, and identified key representatives from FDEP and USACE for future coordination.
- Mitigation Bank Agency Meeting – August 27, 2024. The County and the Consultant team provided an overview of the project, the purpose and need, and the development process for the build alternatives being considered. The Consultant team acknowledged the agency input received through the ETDM Programming Screen regarding mitigation bank and conservation easement, jurisdictional waters, impacts, and mitigation needs which will be required or expected. The eminent domain process was discussed for the roadway, noting that Florida Statute and case law are consistent that conservation easement can be condemned for roadways serving the public good.

The Consultant Team summarized the anticipated impacts to the Breakfast Point Mitigation Bank, and USACE and FDEP provided feedback on the potential changes to the BPMB as a result of the eminent domain and roadway construction.

6.2 Public Involvement

Public outreach and involvement are important to the success of the project. This outreach effort will continue as the project moves forward into subsequent phases. The Comments and Coordination Report includes documentation of the items listed below. Listed below is a history of the public outreach events to date:

- Public Kickoff Meeting – May 25, 2023 from 5:00 PM-8:00 PM. A Letter, Project Handout, and Comment Form were emailed to Elected/Appointed Officials and Stakeholders on April 30, 2023 and May 2, 2023. A Project Handout and Comment Form were mailed to property owners on May 10, 2023. A print ad was placed in *Panama City News Herald* on May 14, 2023. The legal advertisement appeared in the Florida Administrative Register on May 17, 2023. The project information was presented and displayed for the public and agencies in attendance at the Lyndell Conference Center, 423 Lyndell Lane, Panama City Beach. Written comments submitted at the meeting or sent by mail became part of the official record.
- Alternatives Public Meeting – March 6, 2025; 5:00 PM – 7:00 PM. The purpose of the public alternatives meeting was to offer interested persons new information on the proposed improvements, provide an opportunity to learn about the project, and allow them to share their views. Bay County representatives and project team members were available to explain proposed improvements, answer questions, and receive comments. A project handout was emailed to Elected/Appointed Officials and Stakeholders on February 21, 2025, and the project handout was mailed to property owners on February 21, 2025. A print ad was placed in the *Panama City News Herald* on February 26, 2025, and the legal advertisement appeared in the Florida Administrative Register on February 26, 2025. Informational materials available at the public alternatives meeting included a project handout providing an overview of the PD&E study and a comment form with contact information. Below is a listing of the display exhibits at the public alternatives meeting:
    - Welcome Board
    - Alignment Alternatives Board
    - Evaluation Matrix Board

- Preliminary Project Rendering Board
- Traffic Noise Analysis Board
- Typical Section Board
- Contact Us Board
- Title VI Board

A total of 39 comment forms were received: 18 comments were provided at the public alternatives meeting, 10 comments were emailed, 2 comments were received by phone, and 9 comments were mailed in; 7 prior to the public alternatives meeting and 2 after the public alternatives meeting.

- Prefer Alternative A
- Recommendation to consider a roundabout
- Oppose Access Road into Breakfast Point/limit places to enter and exit to U.S. 98 (Panama City Beach Parkway)
- Environmental/wetland/wildlife concerns
- Noise concerns, cost concerns

6.3 Public Hearing

The PGS Parkway Phase III PD&E Public Hearing was held November 10, 2025. From 5:30 PM – 6:00 PM an Open House was held, after which followed a Formal Presentation and Comment Period beginning at 6:00 PM. The purpose of the Public Hearing was to share information related to the proposed improvements, provide results of the PD&E Study, share information related to the potential benefits and disadvantages pertaining to social, economic, and environmental impacts to the community, and provide an opportunity for citizens to express perspectives on the proposed improvements. A court reporter was present to transcribe proceedings and public comments.

Bay County representatives and project team members were available to explain proposed improvements, answer questions, and receive comments. A project handout was emailed to Elected/Appointed Officials and Stakeholders on October 16, 2025, and the project handout with comment form was mailed to property owners on October 17, 2025. A print ad was published in the *Panama City News Herald* on October 22 and November 2, 2025, and the legal advertisement appeared in the Florida Administrative Register on October 30, 2025. Environmental and Engineering Reports were available for review on the project website and at the Panama City Beach Library from October 16 to November 20, 2025. Informational materials available at the

public hearing included a project handout providing an overview of the PD&E study and a comment form with contact information. Below is a listing of the display exhibits at the public hearing:

- Welcome Board
- Preferred Alternative Board
- Evaluation Matrix Board
- Traffic Noise Analysis Board
- Typical Section Board
- Preliminary Project Renderings
- Contact Us Board
- Title VI Board
- Environmental and Engineering Reports

A total of 16 citizens provided public comments during the public hearing: 9 citizens submitted comment forms and 7 citizens provided verbal comments at the microphone during the public comment period after the presentation. The deadline to provide public comments via mail or email is November 20, 2025.

A summary of comments provided at the public hearing included:

- Support for selecting the Preferred Alternative (M1)
- Concern of bottleneck on US 98 between Clara and Nautilus
- Concern of increased traffic in Breakfast Point and oppose access road into neighborhood/limit places to enter and exit to U.S. 98 (Panama City Beach Parkway)
- Environmental/wetland/wildlife concerns
- Noise concerns, cost concerns

7.0 PREFERRED ALTERNATIVE

The M1 Build Alternative is recommended as the Preferred Alternative for the PGS Parkway Phase III connection between Clara Avenue and Chip Seal Parkway.

7.1 Typical Sections

Proposed typical sections are illustrated in the Typical Section Package provided in Appendix A. The proposed typical section consists of 11-foot wide travel lanes (one in each direction), a 5-foot paved shoulder in both directions, and a 12-foot shared-use path on the southern side of PGS Parkway. For a portion of the corridor east of Clara Avenue to Alf Coleman Road, the shared-use path will connect south to the existing segment of Gayle's Trails in lieu of constructing a new shared-use path within the PGS Parkway Phase III right-of-way. The proposed right-of-way width is 200 feet, which includes accommodation for a reclaimed water line, a force main, and a water line that the City of Panama City Beach plans to construct to provide critical redundancy to the City's water and wastewater utility network.

7.2 Access Management

Access to PGS Parkway Phase III will be provided via connections to Clara Avenue, Alf Coleman Road, Long Point Way, and Chip Seal Parkway. Given the presence of Conservation land surrounding the Preferred Alternative, it is anticipated that no further access connections will be provided within the project limits.

7.3 Right of Way

Approximately 139.4 acres of right-of-way from eight parcels will be required for the Preferred Alternative. No residential or non-residential relocations will be necessary to accommodate the Preferred Alternative.

7.4 Horizontal and Vertical Geometry

Preferred Alternative Concept Plans are provided in Appendix B. The proposed horizontal alignment for PGS Parkway Phase III contains 10 horizontal curves within the project limits. The radius of the horizontal curves range between 1050' and 5500'. Table 12: Proposed Horizontal Geometry lists the proposed horizontal curves for this project.

Table 12: Proposed Horizontal Geometry

Centerline PI Station	Bearing		Degree of Curvature	Radius (ft)	Length (ft)
	Back	Ahead			
111+94.34’	S 62° 35’ 07” E	S 43° 52’ 46” E	2° 17’ 31”	2500’	816.19’
122+62.22’	S 43° 52’ 46” E	S 59° 25’ 33” E	2° 17’ 31”	2500’	678.33’
148+52.87’	S 59° 25’ 33” E	S 67° 23’ 30” E	1° 08’ 45”	5000’	695.15’
173+40.99’	S 67° 23’ 30” E	S 86° 00’ 57” E	2° 17’ 31”	2500’	812.64’
188+58.55’	S 86° 00’ 57” E	S 77° 49’ 24” E	1° 08’ 45”	5000’	714.92’
225+22.93’	S 77° 49’ 24” E	S 70° 14’ 17” E	1° 02’ 30”	5500’	728.14’
237+34.34’	S 70° 14’ 17” E	S 89° 26’ 59” E	2° 17’ 31”	2500’	838.27’
274+28.35’	S 89° 26’ 59” E	S 13° 56’ 22” E	5° 27’ 24”	1050’	1383.80’
291+16.05’	S 13° 56’ 22” E	S 68° 35’ 29” E	5° 27’ 24”	1050’	1001.55’
302+19.39’	S 68° 35’ 29” E	S 56° 52’ 51” E	1° 38’ 13”	3500’	715.35’

The proposed vertical alignment for PGS Parkway Phase III was established taking into consideration that the project area is in flood zone A with adjacent zones varying AE-6 and AE-7. Changes of elevation vary between four feet and six feet along the entire length of the study area. The vertical alignments are designed for storm surge category 4 with elevations ranging from six feet to ten feet. Table 13: Proposed Vertical Geometry lists the proposed vertical curves for the PGS Parkway Phase III roadway.

Table 13: Proposed Vertical Geometry

Centerline PVI Station	Type of Curve	PVI Elevation (ft)	Grade (%)		Length of Curve (ft)	K-Value
			In	Out		
109+69.56’	Crest	12.84’	0.12%	0.10%	425’	26971.73
116+83.28’	Crest	13.57’	0.10%	0.01%	425’	4384.69
137+38.24’	Sag	13.68’	0.01%	0.02%	425’	32264.08
144+93.96’	Crest	13.82’	0.02%	-0.12%	425’	3152.97
171+00.00’	Sag	10.79’	-0.12%	0.30%	425’	1019.03
184+99.63’	Crest	15.00’	0.30%	-0.30%	425’	703.93
201+50.00’	Sag	10.00’	-0.30%	0.04%	425’	1239.69
251+66.84’	Crest	12.00’	0.04%	-0.14%	425’	2308.36
265+53.34’	Sag	10.00’	-0.14%	0.09%	425’	1799.16
270+42.61’	Crest	10.45’	0.09%	0.08%	425’	41637.81

Centerline PVI Station	Type of Curve	PVI Elevation (ft)	Grade (%)		Length of Curve (ft)	K-Value
			In	Out		
285+59.12'	Sag	11.69'	0.08%	0.19%	425'	4091.64
291+00.00'	Crest	12.69'	0.19%	0.01%	425'	2358.34
297+62.11'	Sag	12.73'	0.01%	0.02%	425'	40559.44
303+27.99'	Sag	12.82'	0.02%	0.11%	425'	4555.84
313+17.08'	Crest	13.90'	0.11%	-0.79%	425'	475.00

7.5 Design Variations and Design Exceptions

No design variations or design exceptions are anticipated.

7.6 Multimodal Accommodations

Accommodations for pedestrians and bicyclists will be provided along the PGS Parkway Phase III corridor in the Preferred Alternative. From Clara Avenue to approximately one-half mile east, a shared-use path will be included within the Phase III right-of-way; where the existing Gayle's Trail segment begins, the PGS Parkway Phase III shared-use path will connect south. A shared-use path connection will be provided at Alf Coleman Road between the existing Gayle's Trails segment and the PGS Parkway Phase III shared-use path, and the shared-use path will continue east on the south side of Phase III from Alf Coleman Road to Chip Seal Parkway.

7.7 Intersection/ Interchange Concepts and Signal Analysis

Where the Clara Avenue extension ends and the Phase III corridor begins traversing east-west, a roundabout is proposed to facilitate the north-to-east and west-to-south movements. The roundabout would have a stub-out to the north for the property to the north, which is currently vacant.

At the intersections with Alf Coleman Road and Long Point Way, the mainline PGS Parkway Phase III will be free-flowing and westbound left-turn lanes will be constructed to provide safe storage for westbound left-turn movements that do not impede the flow of westbound through traffic. The minor street northbound approaches are expected to operate acceptably with stop-control.

In conjunction with the construction of the PGS Parkway Phase III corridor, several geometrical and signal operations improvements will be necessary along US 98 (SR 30A/Panama City Beach Parkway) to provide acceptable peak hour operational conditions (LOS E or better) through Design Year 2050. These improvements are included in the Build Geometry summarized in the PTAR:

- US 98 (SR 30A/Panama City Beach Parkway) & Clara Avenue
    - Implement a southbound right-turn overlap phase

- US 98 (SR 30A/Panama City Beach Parkway) & Alf Coleman Road
    - Implement a southbound right-turn overlap phase
- US 98 (SR 30A/Panama City Beach Parkway) & Chip Seal Parkway/Cauley Avenue
    - Construct a second eastbound left-turn lane
    - Construct a second southbound left-turn lane
    - Implement a westbound right-turn overlap phase

7.8 Tolled Projects

Not applicable.

7.9 Intelligent Transportation System and TSM&O Strategies

The ITS and TSM&O infrastructure on US 98 (Panama City Beach Parkway) from Clara Avenue to Chip Seal Parkway will continue to be monitored and updated as ITS technologies advance. Bay County monitors and maintains the traffic operations on US 98 (Panama City Beach Parkway) in partnership with FDOT, and given the capacity constraints along the corridor, the County is frequently optimizing signal timings and implementing new phasing patterns to adapt to changing travel patterns through Panama City Beach.

7.10 Landscape

Landscaping will be included along the southern side of the PGS Parkway Phase III corridor to contribute to minimizing aesthetic impacts of the new corridor relative to the existing residential developments, particularly the Breakfast Point neighborhood. Minimal landscaping will be included in the roundabout at the northern extent of Clara Avenue.

7.11 Lighting

Lighting is not included along the PGS Parkway Phase III corridor to minimize impacts to the existing residential developments, particularly the Breakfast Point neighborhood. Lighting will be included in the design of the roundabout at the northern extent of Clara Avenue to improve driver perception and awareness on all approaches at the roundabout.

7.12 Wildlife Crossings

Regulatory agency comments in ETDM—as well as at a meeting prior to submittal of the project through ETDM—inquired how the BPMB would be managed in a manner consistent with its purpose as a wetland mitigation bank after construction of PGS Parkway Phase III through the southern portion of the mitigation bank. Although this question is best addressed by the mitigation bank sponsor, Bay County has reviewed the BPMB permits, management plan, and other authorized mitigation banks in Florida in order to evaluate potential options for ongoing management.

The design of this project will include evaluation of locations for wildlife crossings in accordance with *FDOT Wildlife Crossing Guidelines (2018)*; bridges and culverts for preservation of key flow-ways and management corridors for compatibility with the BPMB; and other measures to minimize the ecological impact while maximizing opportunities for preservation, restoration, and management of lands south of the roadway. The design submitted for permit applications will also identify locations and measures for temporarily closing all access to the roadway during prescribed burns in accordance with the management plan for BPMB and the conservation lands south of the roadway.

7.13 Permits

Several federal and state agencies provided comments to Bay County via the FDOT ETDM tool. The USACE indicated an "Issue Resolution" degree of effect, while the USEPA and NWFWMD indicated "Substantial" degree of effect, with all three agencies basing these effect determinations primarily on anticipated direct and indirect effects on wetlands and surface waters, particularly within the BPMB. The NWFWMD also commented on fragmentation of the surrounding wetlands and wildlife usage. These agencies requested that impacts and mitigation be fully evaluated in this PD&E study to address their ETDM comments and degree of effect determinations. These concerns are addressed in the NRE.

An Individual Environmental Resource Permit (ERP) with the NWFWMD will be required for the project. The permit application will be submitted to Bay County for review and comment before submitting to NWFWMD. Bay County will issue approval of the ERP application before it is submitted to the NWFWMD for review and issuance. FDEP will be responsible for Section 404 reviews and permitting. A National Pollutant Discharge Elimination System (NPDES) permit will also be required from FDEP.

7.14 Drainage and Stormwater Management Facilities

The Preferred Alternative will be designed to meet the regulatory requirements of the Northwest Florida Water Management District Applicant's Handbook Vol. 2, the FDOT Drainage Manual, and the Bay County Land Development Regulations handbook. The PD&E Study is anticipated to be completed and approved prior to the June 28, 2026 grandfathering deadline associated with Florida's New Stormwater Rule, as outlined in Chapter 62-330, Florida Administrative Code (F.A.C.). As such, the project is expected to remain subject to the existing water quality treatment requirements in effect prior to the adoption of the new rule.

An analysis was conducted to determine potential pond requirements. Table 14: Anticipated Right-of-Way for Preferred Ponds below provides a summary of proposed project basins and approximate ROW needs for ponds.

Table 14: Anticipated Right-of-Way for Preferred Ponds

Basin	Location	Anticipated Pond ROW Required
B-WEST	From beginning of Clara Avenue extension to approximately half-way marker of proposed PGS corridor.	12.3 acres
B-EAST	From approximately half-way marker of proposed PGS corridor to Chip Seal Parkway.	21.2 acres

Because of the protected status of the Breakfast Point Conservation Easement, the two proposed pond locations are located outside the conservation easement at the east and west ends of the project. Stormwater runoff across the project will be conveyed via a closed inlet and pipe collection system to minimize the proposed roadway footprint and corresponding wetland disturbance. The Western Pond will be designed to discharge directly into West Bay, a tidally influenced waterbody, and thus discharge rates will not be held to water quantity standards. Because the Western Pond will function exclusively as a water quality pond, it is considerably smaller than the eastern pond which will be required to provide water quality and water quantity storage. The third proposed pond, the Modified Homewood Suites Pond, will be constructed to replace the portion of the existing pond being impacted by the proposed corridor. All three ponds being proposed will function as wet-detention ponds. Additional information on the proposed stormwater management facilities can be found in the Pond Siting Report available in the project file. Proposed pond locations are shown in Figure 19: Preferred Pond Location Exhibit below.

Figure 19: Preferred Pond Location Exhibit

7.15 Floodplain Analysis

The majority of the project is located within Federal Emergency Management Agency (FEMA) regulated Flood Zone A (floodplain elevation not established) and Flood Zone AE with floodplain elevations ranging from 8'-9'. A small portion of the project is located within Flood Zone X (0.2% annual chance flood hazard). There are no known regulated floodways within the project area. The following FEMA Flood Insurance Rate Maps (FIRM) contain the project area: 12005C0302J, 12005C0304J, 12005C0308J, 12005C0309J. Because the site sits directly adjacent to tidally influenced waters (West Bay), the flood elevations listed in the FEMA FIRM maps are based upon estimated tidal surge elevations. Figure 20: FEMA Flood Hazard Map and Figure 21: FEMA Estimated Hurricane Surge Map depict FEMA Flood Hazard Zones and Estimated Tidal Sure Zones respectively.

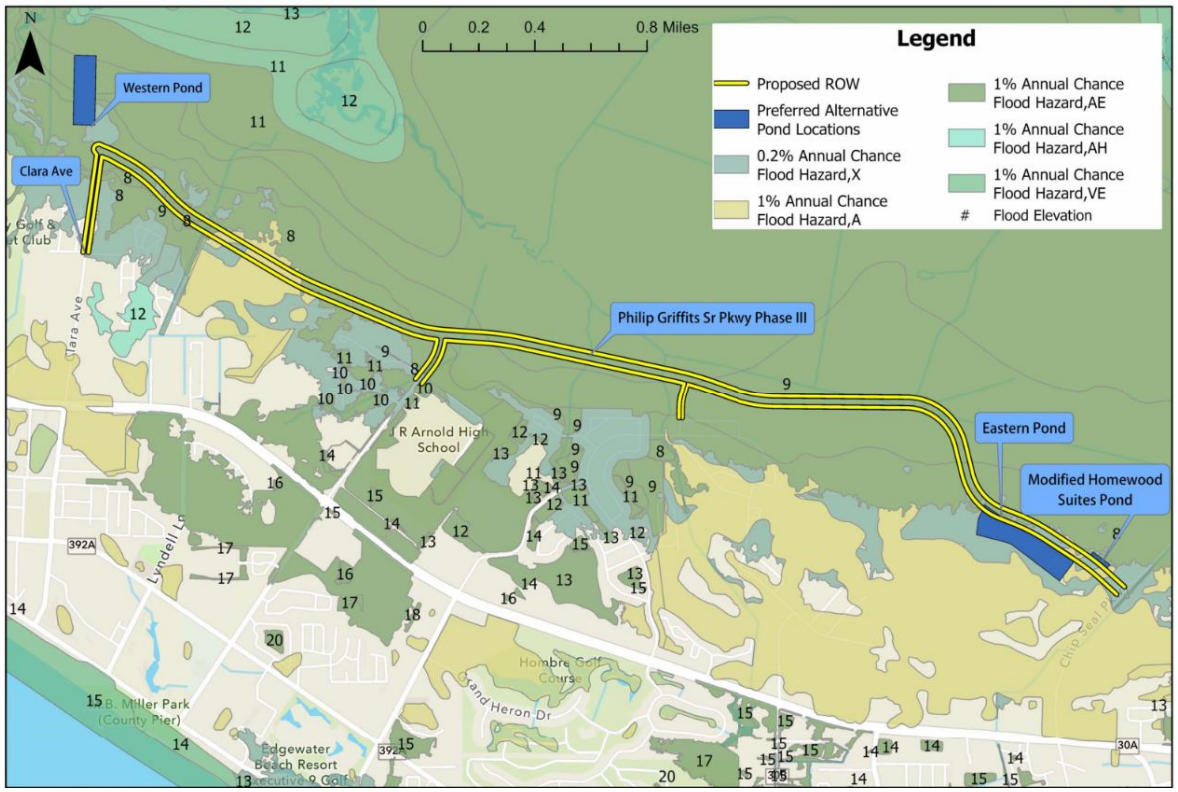


Figure 20: FEMA Flood Hazard Map

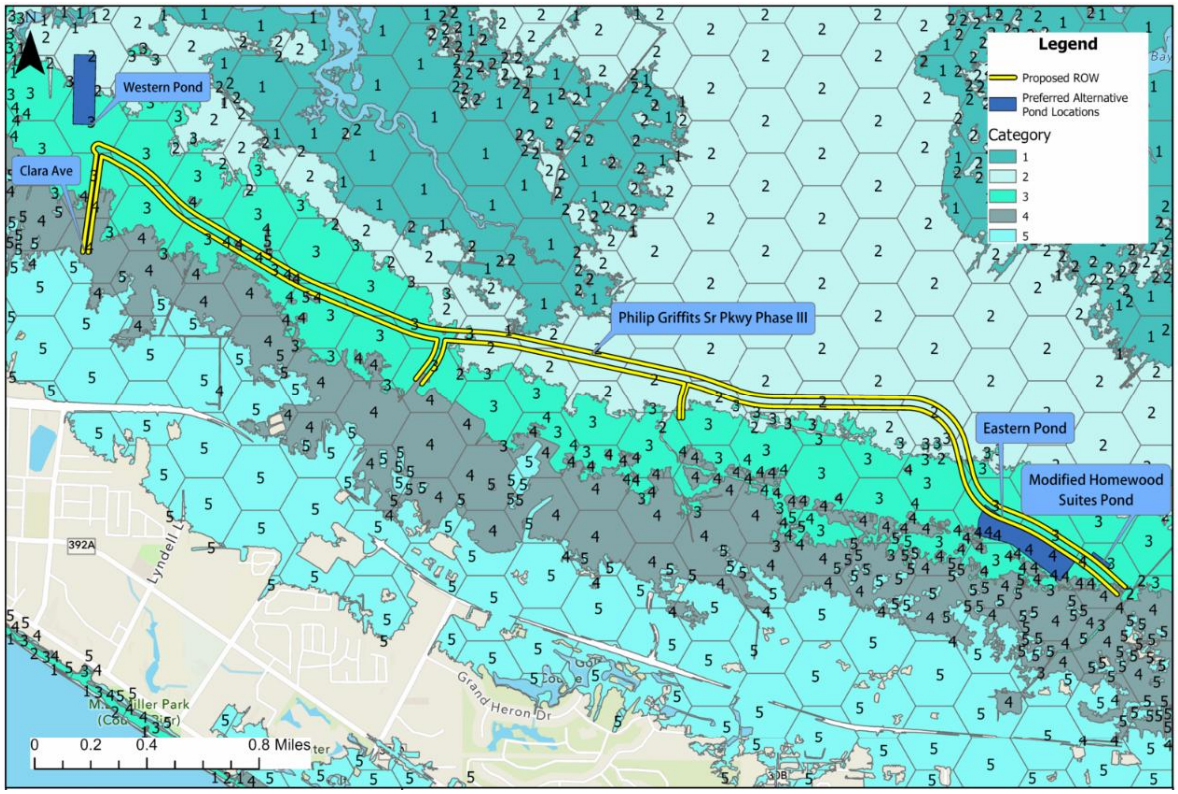


Figure 21: FEMA Estimated Hurricane Surge Map

As illustrated in Figure 21: FEMA Estimated Hurricane Surge Map, the entirety of the project is located within a FEMA designated hurricane surge zone. Because of this, project impacts to the existing FEMA floodplain are not expected to require volumetric compensation. Instead, cross drains throughout the project will be sized appropriately to convey the 100-year design storm event without causing adverse impacts to floodplain upstream (south) of the proposed corridor. In total, approximately (34) new cross drain culverts along the corridor are anticipated. At least two (2) of these cross drains are expected to be bridge culverts. Additional details of the cross drain analysis are provided in the LHR available under separate cover.

7.16 Bridge and Structure Analysis

Several culvert or bridge structures are expected to be included in the design of the PGS Parkway Phase III corridor between Alf Coleman Road and Chip Seal Parkway to accommodate a wildlife crossing and surface hydraulics. However, limitations on the availability of geotechnical data and the accessibility of the land within the Breakfast Point Mitigation Bank require that the right-of-way for the PGS Parkway Phase III corridor be removed from the mitigation bank before sufficient geotechnical data can be acquired to identify a suitable location for the bridge structure. The County is in the process of obtaining the right-of-way and removing it from the BPMB, and will then proceed to the location and design of the bridge structure.

7.17 Transportation Management Plan

No road closures or detours will be required during construction of the PGS Parkway Phase III corridor, since it is a new roadway.

7.18 Constructability

Since PGS Parkway Phase III will be a new roadway, construction sequencing is not anticipated to be impacted by the need to maintain traffic. For the western portion of the corridor on the existing Clara Avenue segment, entrances to local residences and businesses will be maintained to the maximum extent possible during project construction.

7.19 Construction Impacts

Construction impacts of PGS Parkway Phase III are outlined in the Project Environmental Impact Report (PEIR). It is anticipated that construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Based on the existing land uses within the limits of this project, construction of the proposed roadway improvements may cause temporary noise and/or vibration impact. It is anticipated that the application of the FDOT's Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts.

The air quality effect of construction activities will be short-term and will mainly be in the form of dust from earth work and unpaved roads. These impacts will be minimized by adherence to all applicable State and Local regulations and to the FDOT's Standard Specifications for Road and Bridge Construction.

Bridges are built with heavy construction equipment and there is potential for noise and vibration impacts. Early identification of potential noise and vibration sensitive sites along the project is important in minimizing these impacts. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits, BMPs, and adherence to FDOT's Standard Specifications for Road and Bridge Construction (Section 104, "Prevention, Control, and Abatement of Erosion and Water Pollution").

Construction activities will also require the development of a Stormwater Runoff Control Concept (SRCC) and proper coordination for National Pollutant Discharge Elimination System (NPDES) permit requirements.

7.20 Special Features

N/A

7.21 Utilities

Minimal impacts to existing utilities are anticipated with construction of the new roadway. The western portion of PGS Parkway Phase III will cross through the FPL easement between Clara Avenue and Chip Seal Parkway. Coordination with FPL will be undertaken to ensure that the roadway does not conflict with utilities within the easement.

7.22 Cost Estimates

The overall cost for the new PGS Parkway Phase III corridor Build Alternative is expected to range from approximately $100.9 Million to $110.8 Million. The cost estimate includes a potential elevated bridge structure in the middle segment between Alf Coleman Road and Chip Seal Parkway to mitigate environmental impacts in the Breakfast Point Mitigation Bank and provide a wildlife crossing.

The cost estimate also includes estimated right-of-way costs and an estimate for the cost of mitigation bank credits that the County will be required to provide in exchange for the right-of-way that will be removed from the Breakfast Point Mitigation Bank to accommodate the Phase III roadway. The lower threshold cost estimate for the mitigation bank credits that the County will be required to compensate in exchange for removing right-of-way from the Breakfast Point Mitigation Bank is approximately $3.6 Million, which would account only for the 200-foot right-of-way within which Phase III would be constructed. The County intends to negotiate to keep the remaining land south of the roadway within a Conservation Easement and therefore still eligible for mitigation bank credits; however, if review agencies refuse to acknowledge the land south of the corridor as still providing ecological value and require that the land to the south be removed from the Breakfast Point Mitigation Bank and the Conservation Easement, then the cost for mitigation bank credits may be approximately $7.3 Million.

The construction of the Phase III corridor itself, from Clara Avenue to Chip Seal Parkway, is expected to cost between $85 Million and $91 Million. This cost was approximated from the FDOT Long Range Estimating (LRE) tool and accounts for an elevated structure to provide a wildlife crossing within the portion of Phase III between Alf Coleman Road and Chip Seal Parkway. The LRE cost estimate is provided in Appendix C.

APPENDIX A – *TYPICAL SECTION PACKAGE*

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

TYPICAL SECTION PACKAGE

PHILIP GRIFFITTS SR. PARKWAY PHASE III

(CLARA AVENUE TO CHIP SEAL PARKWAY)

PROJECT NO.: 22-017

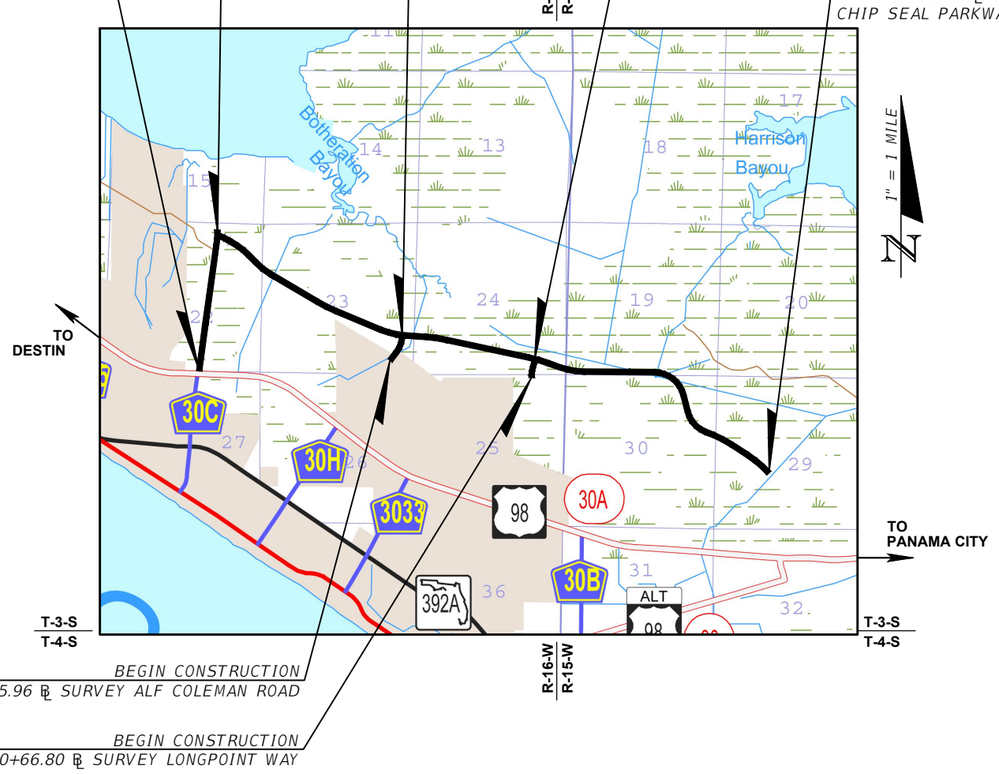
END CONSTRUCTION
STA 59+77.97 ℄ SURVEY CLARA AVENUE
BEGIN CONSTRUCTION
STA 102+75.00 ℄ SURVEY PGS PARKWAY PHASE III

BEGIN PROJECT
STA 11+60.00 ℄ SURVEY CLARA AVENUE

END CONSTRUCTION
STA 79+99.90 ℄ SURVEY ALF COLEMAN ROAD =
STA 176+85.45 ℄ SURVEY PGS PARKWAY PHASE III

END CONSTRUCTION
STA 97+64.72 ℄ SURVEY LONGPOINT WAY =
STA 223+96.62 ℄ SURVEY PGS PARKWAY PHASE III

END PROJECT
STA 321+83.71 ℄ SURVEY PGS PARKWAY PHASE III =
CHIP SEAL PARKWAY



BEGIN CONSTRUCTION
STA 71+55.96 ℄ SURVEY ALF COLEMAN ROAD

BEGIN CONSTRUCTION
STA 90+66.80 ℄ SURVEY LONGPOINT WAY

APPROVED BY:

BLAKE R. FURBEE
LICENSE
No 88505
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

THIS SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
CERTIFICATE OF AUTHORIZATION: 09505
BLAKE R. FURBEE, P.E. NO. 88505

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

TYPICAL SECTION PACKAGE

TYPICAL SECTION CONCURRENCE,

DESIGN SPEED AND POSTED SPEED CONCURRENCE,

AND
CONTEXT CLASSIFICATION CONCURRENCE

BAY COUNTY
COUNTY ENGINEER

Date

SHEET
1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
(X) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) C3C : SUBURBAN COMM.
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
( ) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
(X) MAJOR COLLECTOR
( ) MINOR COLLECTOR
( ) LOCAL

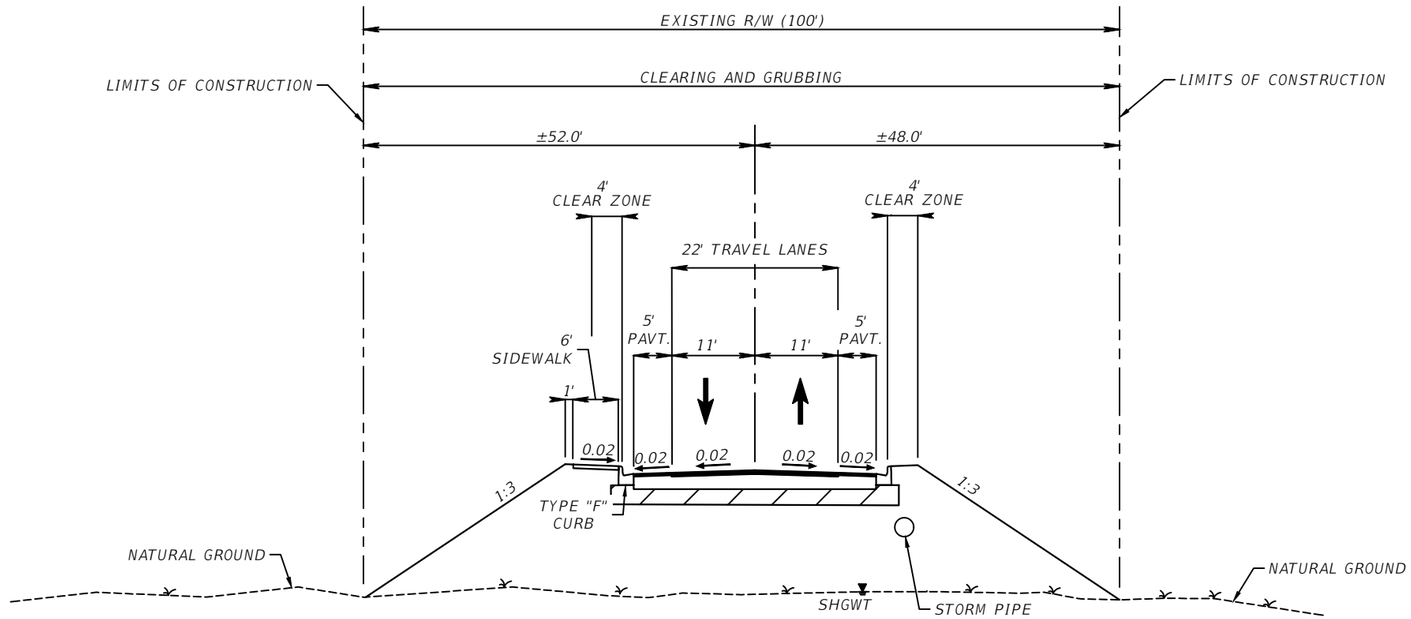
HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
( ) STATE HIGHWAY SYSTEM
(X) OFF-STATE HIGHWAY SYSTEM

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

TYPICAL SECTION - CLARA AVENUE - 1(A)



TYPICAL SECTION - 1(A)
CLARA AVENUE
STA: 37+76.63 - 59+77.97

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 4300
ESTIMATED OPENING YEAR = 2030 AADT = 9000
ESTIMATED DESIGN YEAR = 2050 AADT = 12100
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	2

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
(X) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) C3C : SUBURBAN COMM.
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
( ) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
(X) MAJOR COLLECTOR
( ) MINOR COLLECTOR
( ) LOCAL

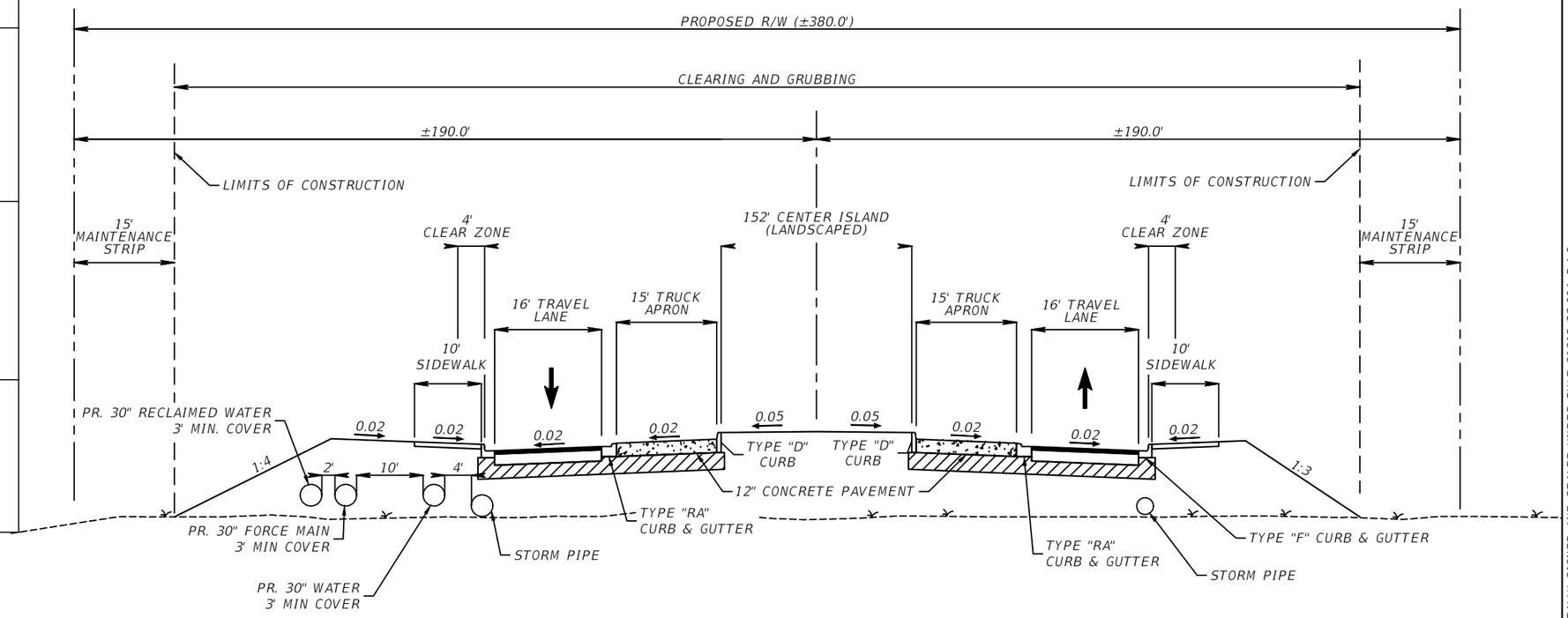
HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
( ) STATE HIGHWAY SYSTEM
(X) OFF-STATE HIGHWAY SYSTEM

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

TYPICAL SECTION - CLARA AVENUE & PHILIP GRIFFITTS SR PARKWAY ROUNDABOUT - 1(B)



TYPICAL SECTION - 1(B)
CLARA AVENUE & PHILIP GRIFFITTS SR PARKWAY ROUNDABOUT -
SEGMENT 1 (36" SEPARATION FROM BASE COURSE & SHGWT)

STA: 100+85.06 TO 103+87.25

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	3

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	(X)	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

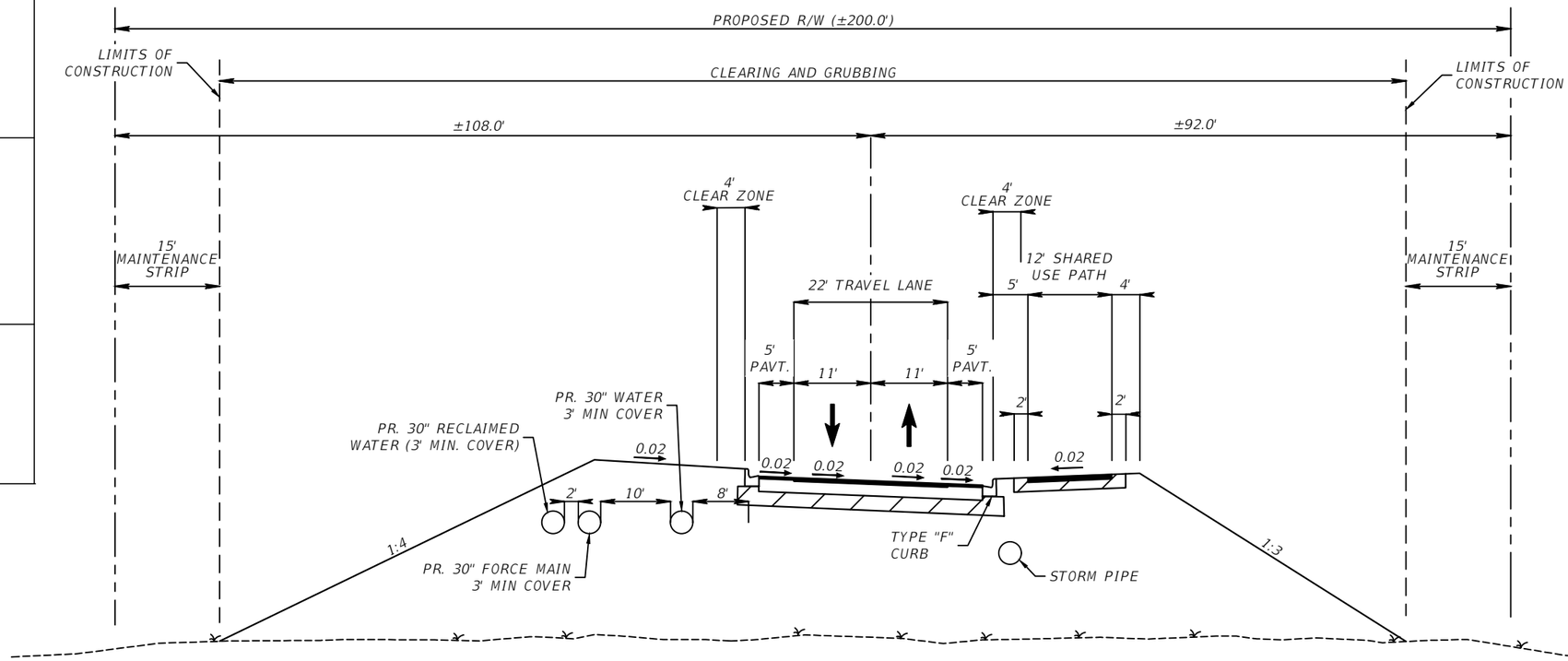
(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45MPH

TYPICAL SECTION - PHILIP GRIFFITTS SR PARKWAY PHASE III SEGMENTS 1, 2 & 3 - 2 (A)



TYPICAL SECTION - 2(A)
PHILIP GRIFFITTS SR. PARKWAY PHASE III - SEGMENT 1, 2 & 3
(36" SEPARATION FROM BASE COURSE & SHGWT)

STA: 104+10.00 TO 124+88.44
SEGMENT - CLARA AVENUE TO ST. JOE PROPERTY LINE
STA: 184+97.73 TO 321+83.71
SEGMENT - ALF COLEMAN ROAD TO CHIP SEAL PARKWAY

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	4

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	(X)	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

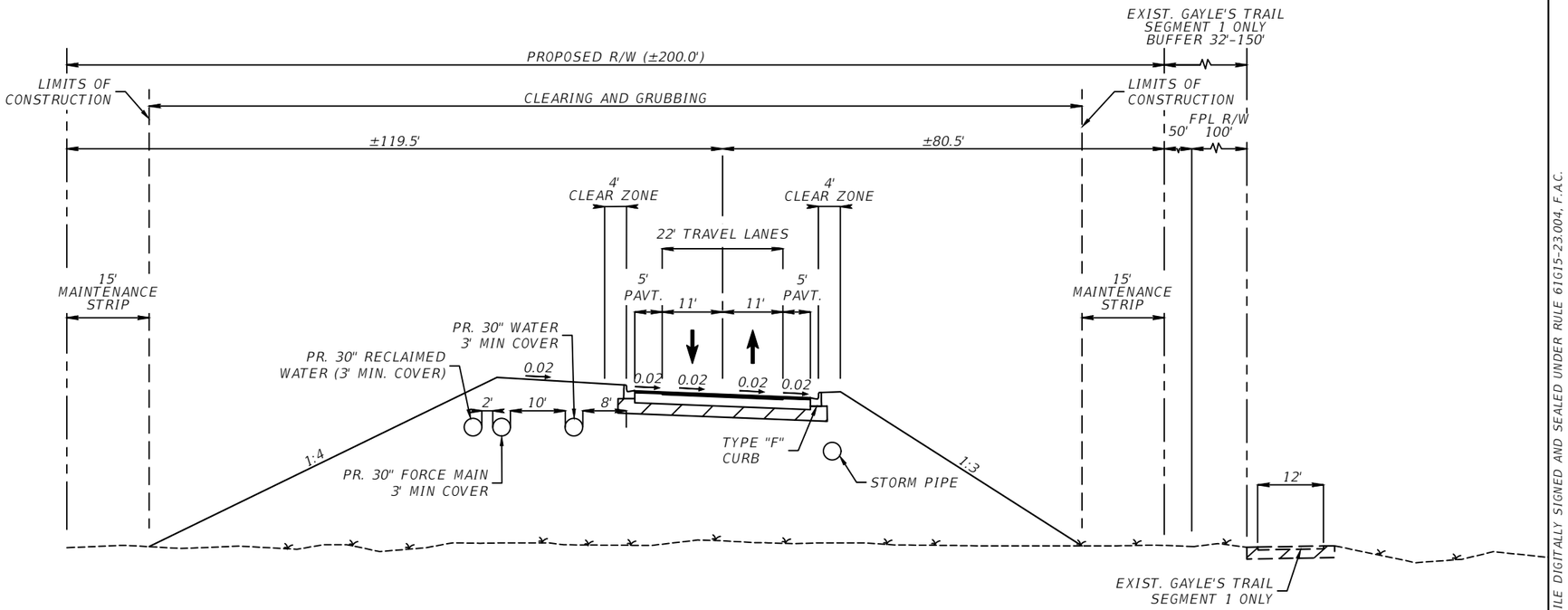
HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TYPICAL SECTION - PHILIP GRIFFITTS SR PARKWAY - 2(B)



TYPICAL SECTION - 2(B)
PHILIP GRIFFITTS SR. PARKWAY PHASE III - SEGMENT 1

STA: 124+88.44 TO 176+82.70
ST. JOE PROPERTY LINE TO ALF COLEMAN ROAD

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45MPH

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	5

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	(X)	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

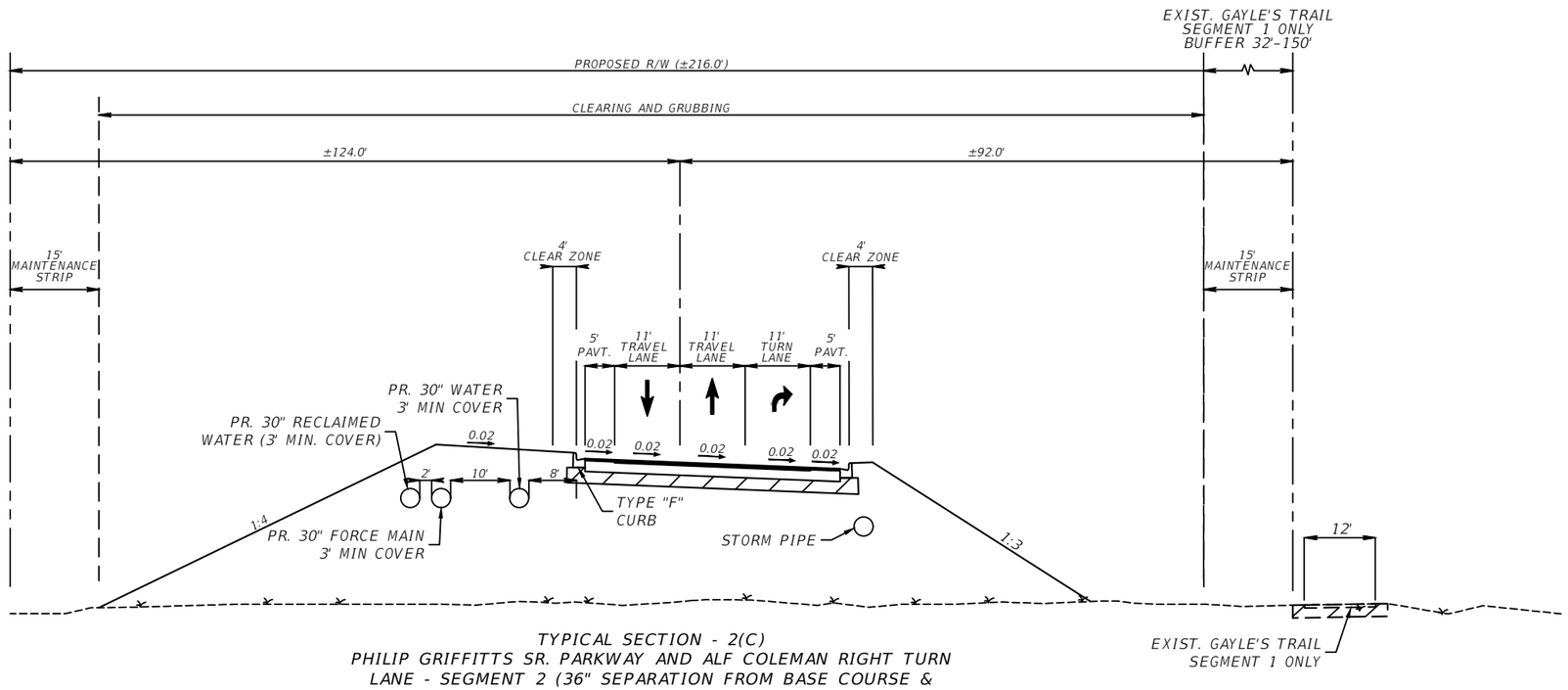
(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45MPH

TYPICAL SECTION - PHILIP GRIFFITTS SR PARKWAY & ALF COLEMAN RIGHT TURN LANE - 2(C)



TYPICAL SECTION - 2(C)
PHILIP GRIFFITTS SR. PARKWAY AND ALF COLEMAN RIGHT TURN LANE - SEGMENT 2 (36" SEPARATION FROM BASE COURSE & SHGWT)

STA: 173+56.68 TO 176+03.96

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	6

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	(X)	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

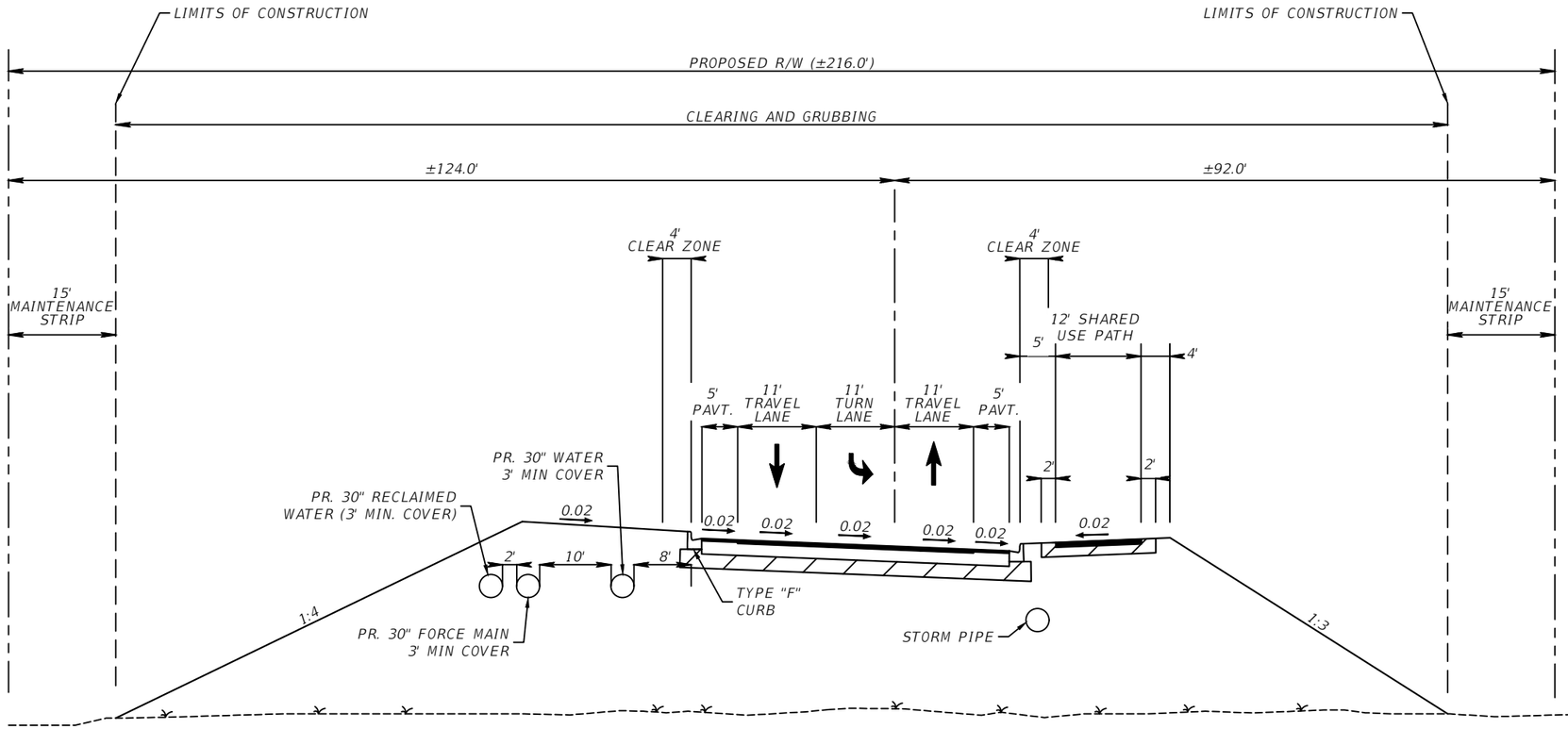
(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45MPH

TYPICAL SECTION - PHILIP GRIFFITTS SR PARKWAY & ALF COLEMAN LEFT TURN LANES - 2(D)



TYPICAL SECTION - 2(D)
PHILIP GRIFFITTS SR. PARKWAY LEFT TURN LANES - SEGMENT 2
(36" SEPARATION FROM BASE COURSE & SHGWT)

STA: 176+82.70 TO 184+97.73
SEGMENT - ALF COLEMAN ROAD
STA: 223+93.87 TO 234+60.52
SEGMENT - BREAKFAST POINT

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	6

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	(X)	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

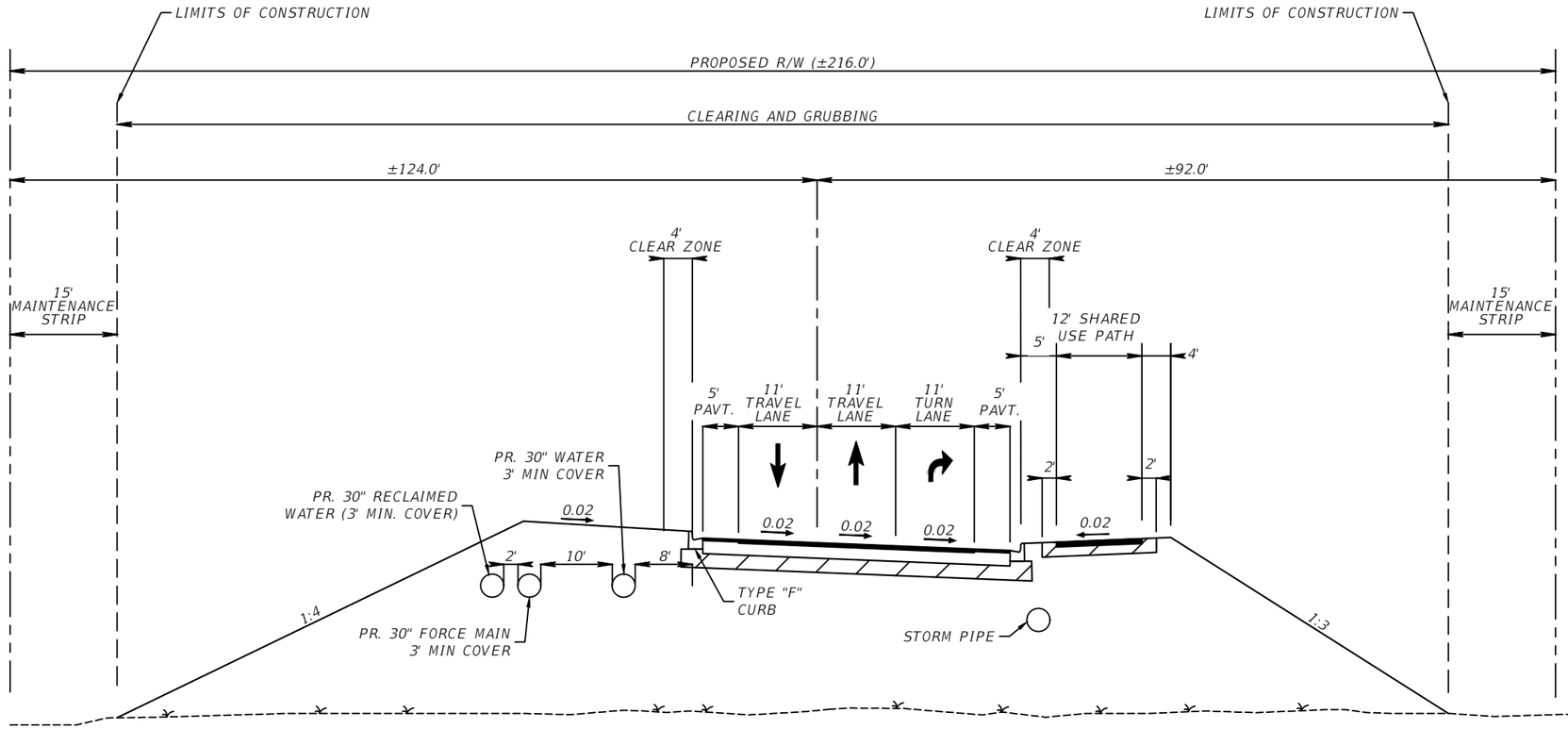
HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TYPICAL SECTION - PHILIP GRIFFITTS SR PARKWAY & BREAKFAST POINT RIGHT TURN LANE - 2(E)



TYPICAL SECTION - 2(E)
PHILIP GRIFFITTS SR. PARKWAY & BREAKFAST POINT RIGHT TURN LANE - SEGMENT 2 (36" SEPARATION FROM BASE COURSE & SHGWT)

STA: 223+93.87 TO 234+60.52

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45MPH

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	7

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	(X)	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

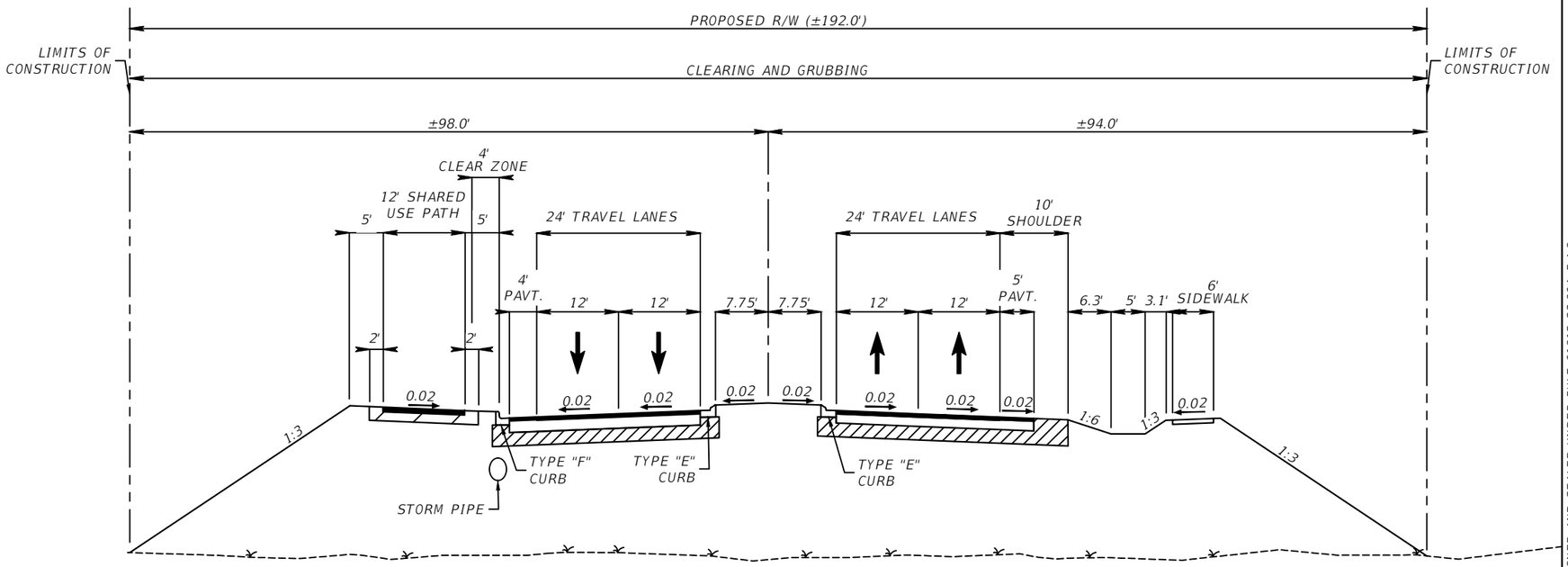
HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TYPICAL SECTION - ALF COLEMAN - 3



TYPICAL SECTION - 3
ALF COLEMAN

STA: 70+55.97 - 80+00.00

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 5900
ESTIMATED OPENING YEAR = 2030 AADT = 9600
ESTIMATED DESIGN YEAR = 2050 AADT = 13000
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 25 MPH
POSTED SPEED = 25 MPH

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	8

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	(X)	LOCAL
( )	MINOR ARTERIAL		

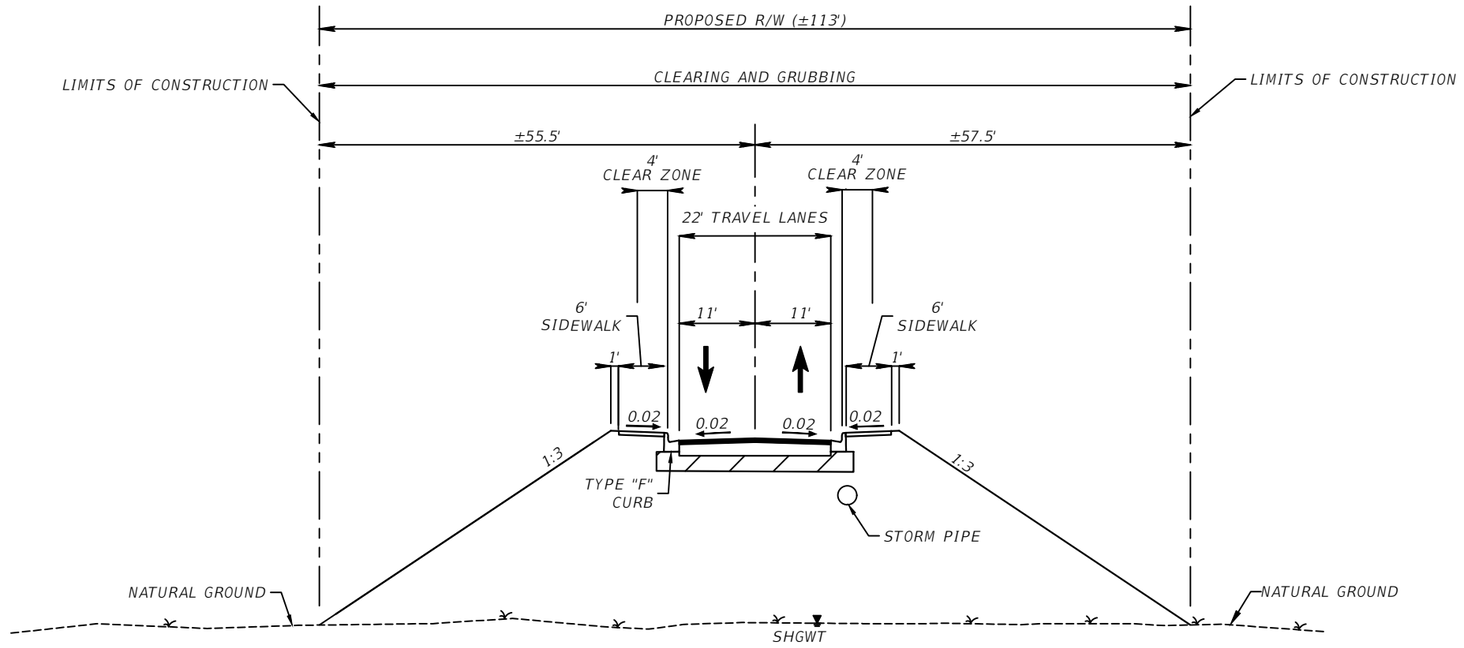
HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
( )	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
(X)	OFF-STATE HIGHWAY SYSTEM

CRITERIA

(X)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

TYPICAL SECTION - LONGPOINT WAY - 4



TYPICAL SECTION - 4
LONGPOINT WAY

STA: 90+08.97 - 97+64.72

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030
ESTIMATED DESIGN YEAR = 2050
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 25 MPH
POSTED SPEED = 25 MPH

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	9

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
(X) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) C3C : SUBURBAN COMM.
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
( ) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
( ) MAJOR COLLECTOR
( ) MINOR COLLECTOR
(X) LOCAL

HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
( ) STATE HIGHWAY SYSTEM
(X) OFF-STATE HIGHWAY SYSTEM

CRITERIA

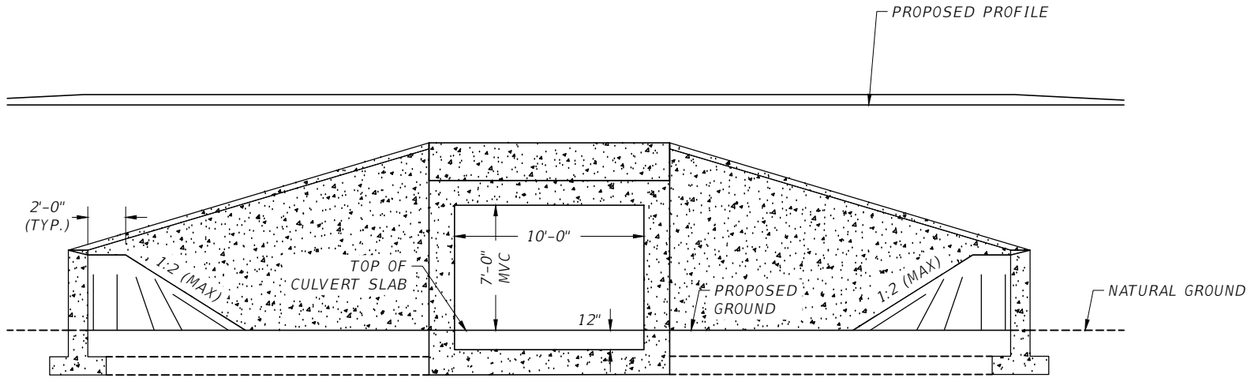
(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

TRAFFIC DATA

CURRENT YEAR = 2023
ESTIMATED OPENING YEAR = 2030 AADT = 5400
ESTIMATED DESIGN YEAR = 2050 AADT = 7200
K = 9.0% D = % T = % (24 HOUR)
DESIGN HOUR T =

CONTEXT CLASS = C3R
DESIGN SPEED = 45 MPH
POSTED SPEED = 45MPH

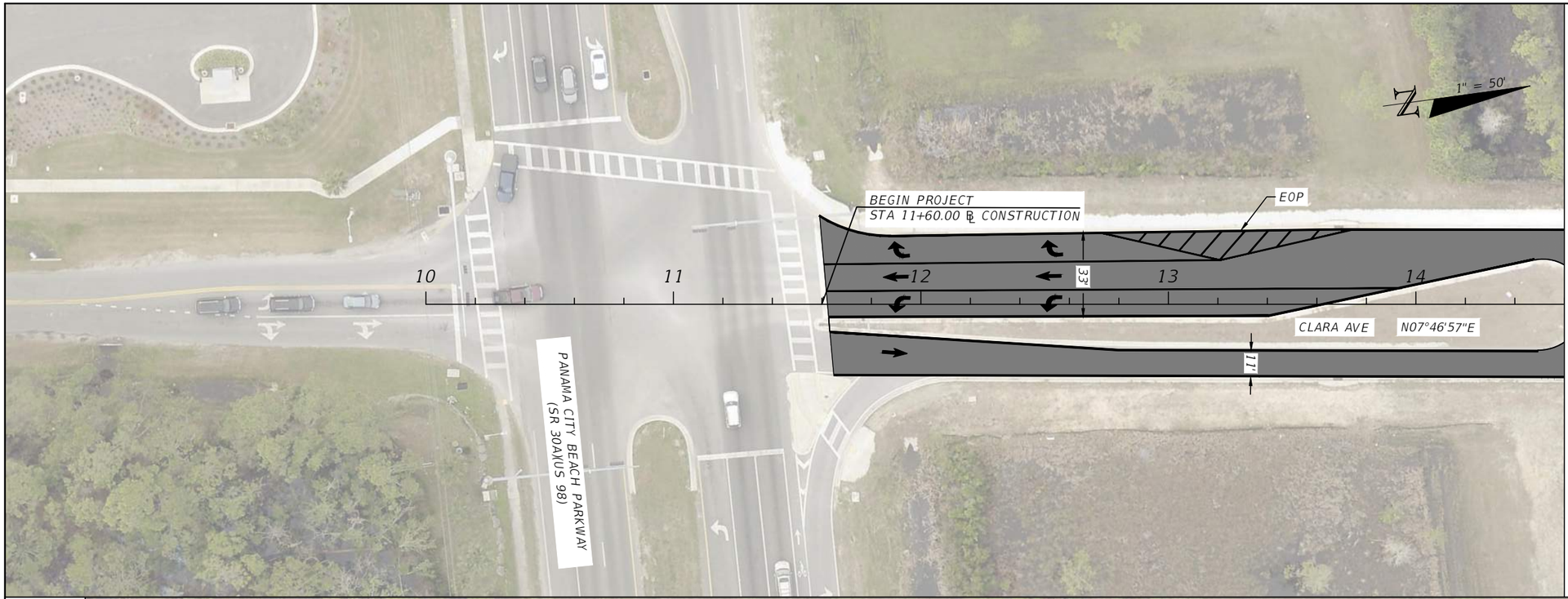
TYPICAL SECTION - WILDLIFE CROSSING



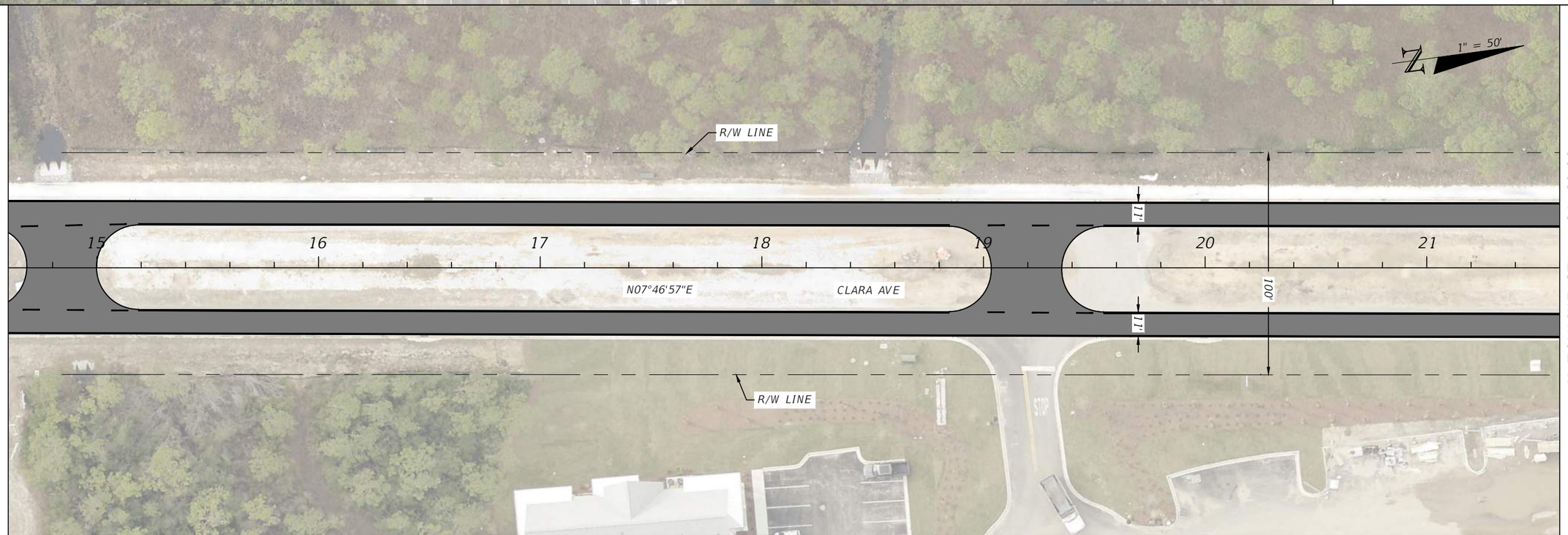
TYPICAL SECTION - 5
PHILIP GRIFFITTS SR. PARKWAY PHASE III - WILDLIFE CROSSING

DESIGN CRITERIA	PROJECT NUMBER	SHEET NO.
FDM	22-017	10

APPENDIX B – *PREFERRED ALTERNATIVE CONCEPT PLANS*



MATCHLINE STA. – 14+60.00



MATCHLINE STA. – 21+60.00

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

CLARA AVE CONCEPT PLAN

SHEET NO. 1

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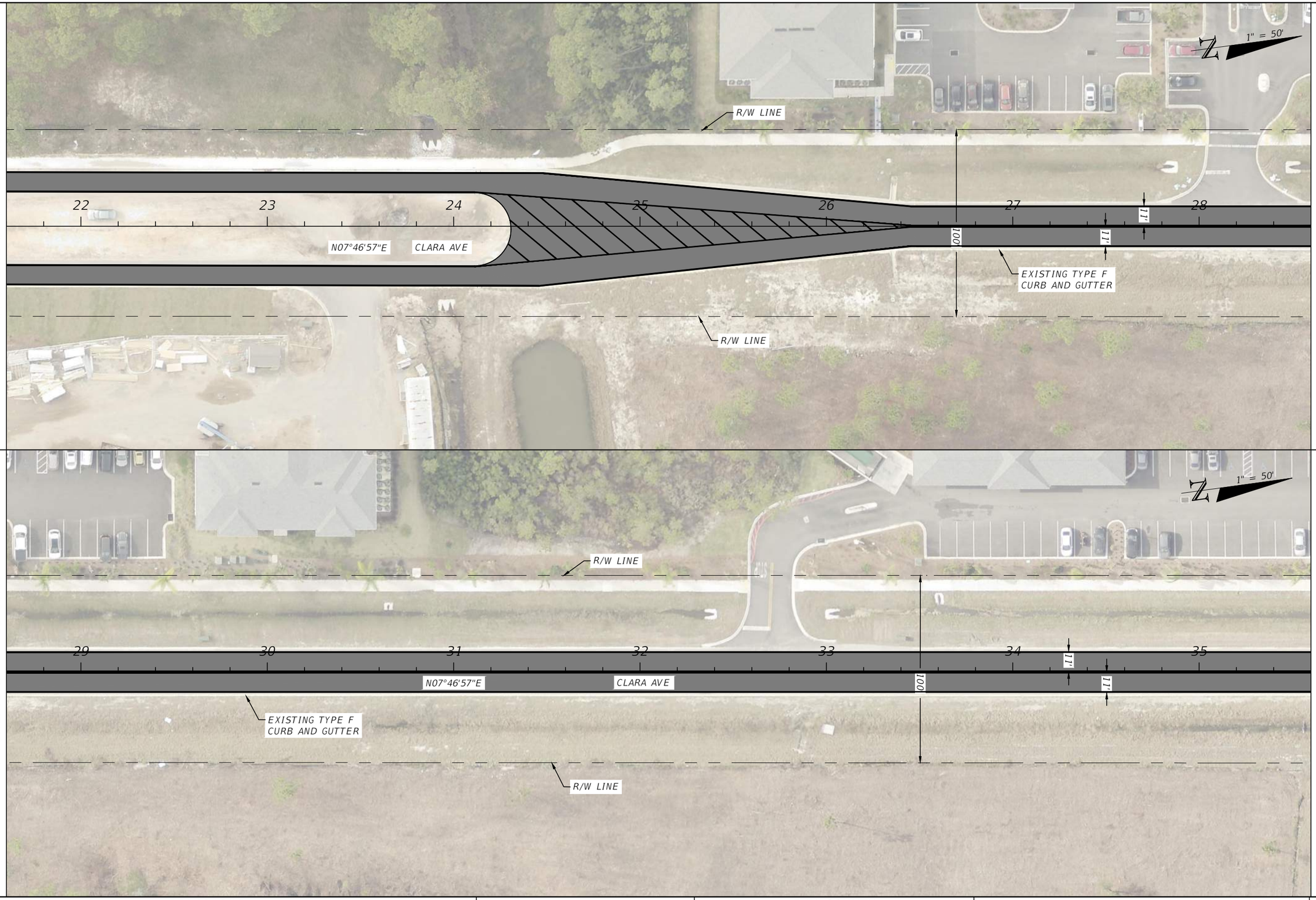

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REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

CLARA AVE CONCEPT PLAN

SHEET NO. 2

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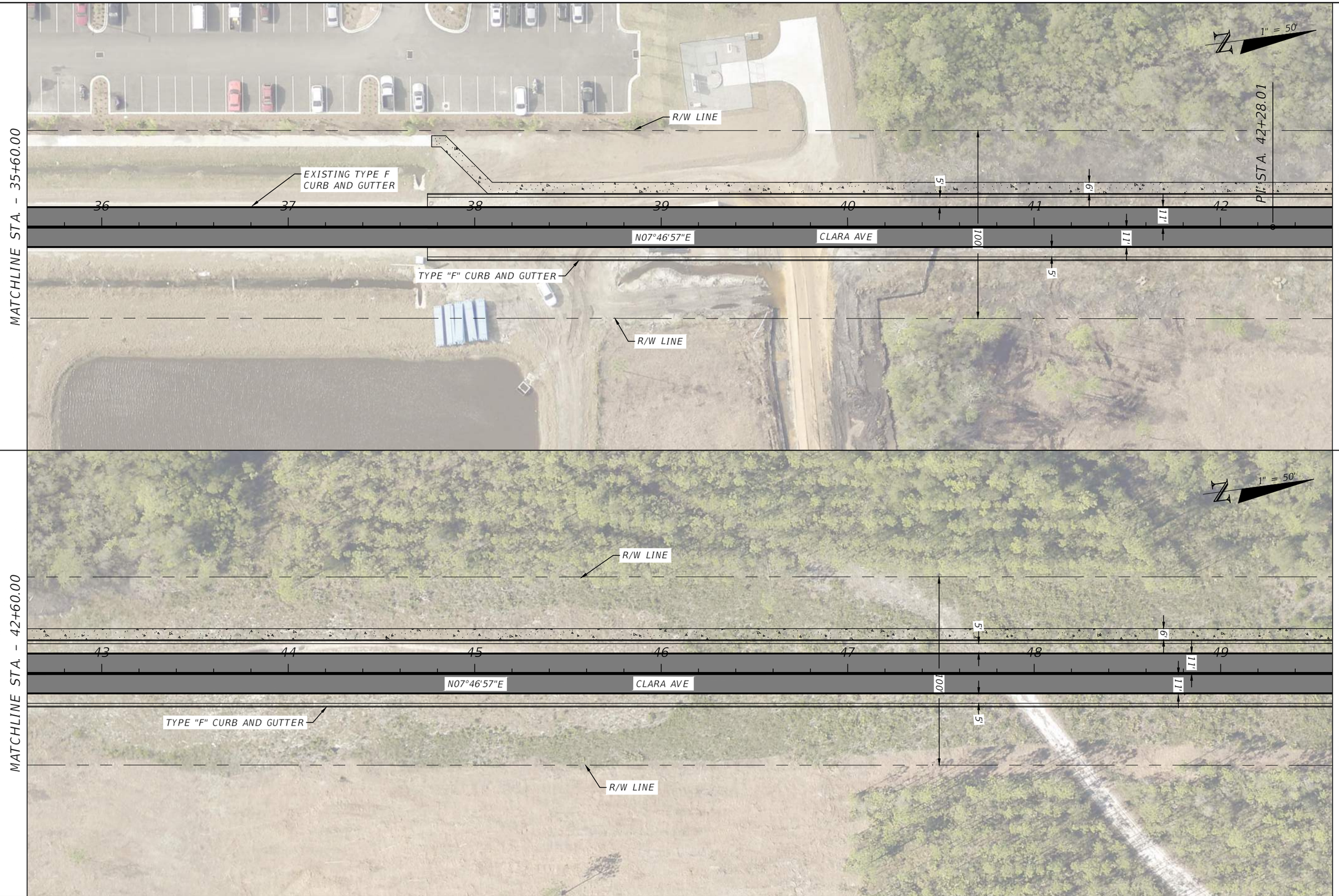

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

CLARA AVE CONCEPT PLAN

SHEET NO. 3

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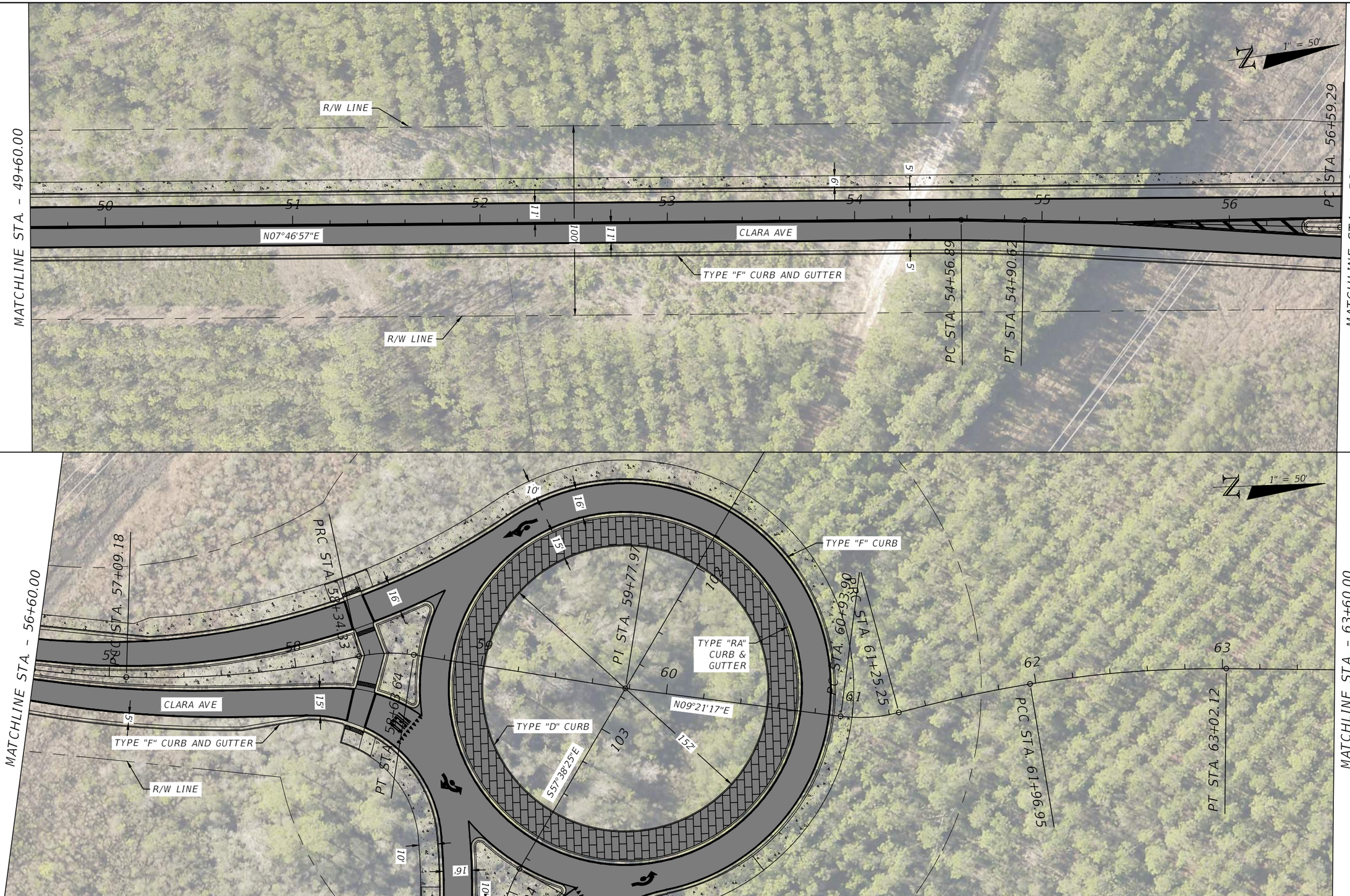

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

CLARA AVE CONCEPT PLAN

SHEET NO. 4

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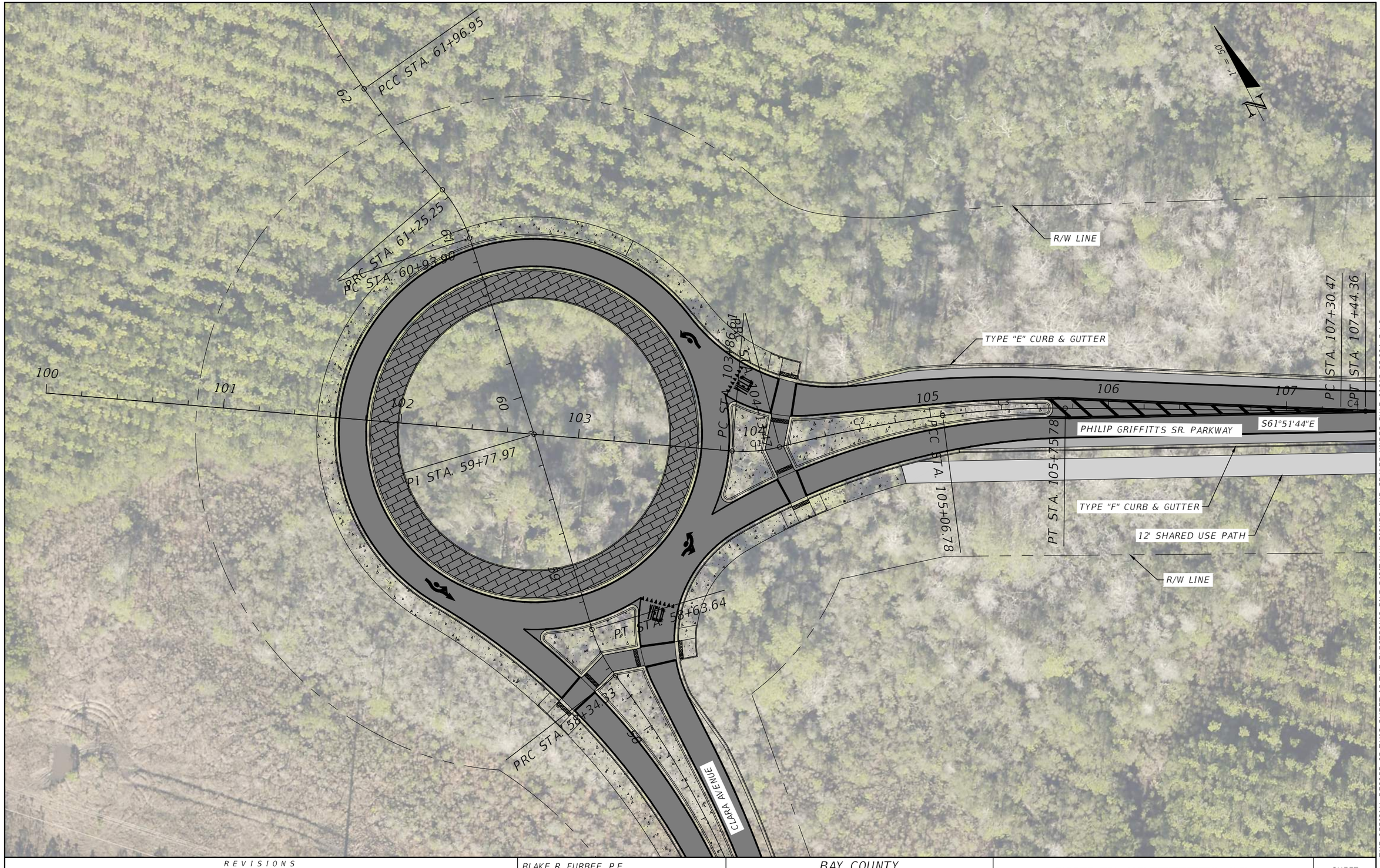

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
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BLAKE R. FURBEE, P.E.
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REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 5

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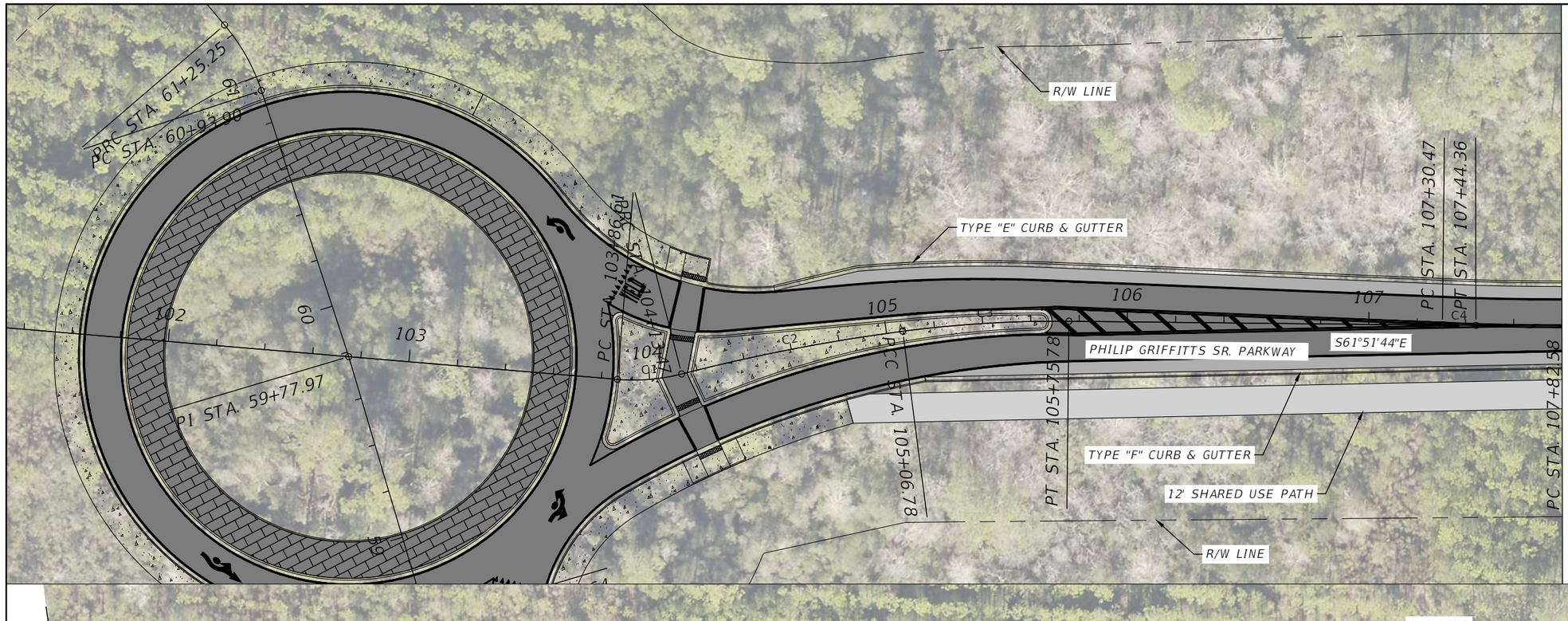

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
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#	#	#	#
#	#	#	#
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BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 6

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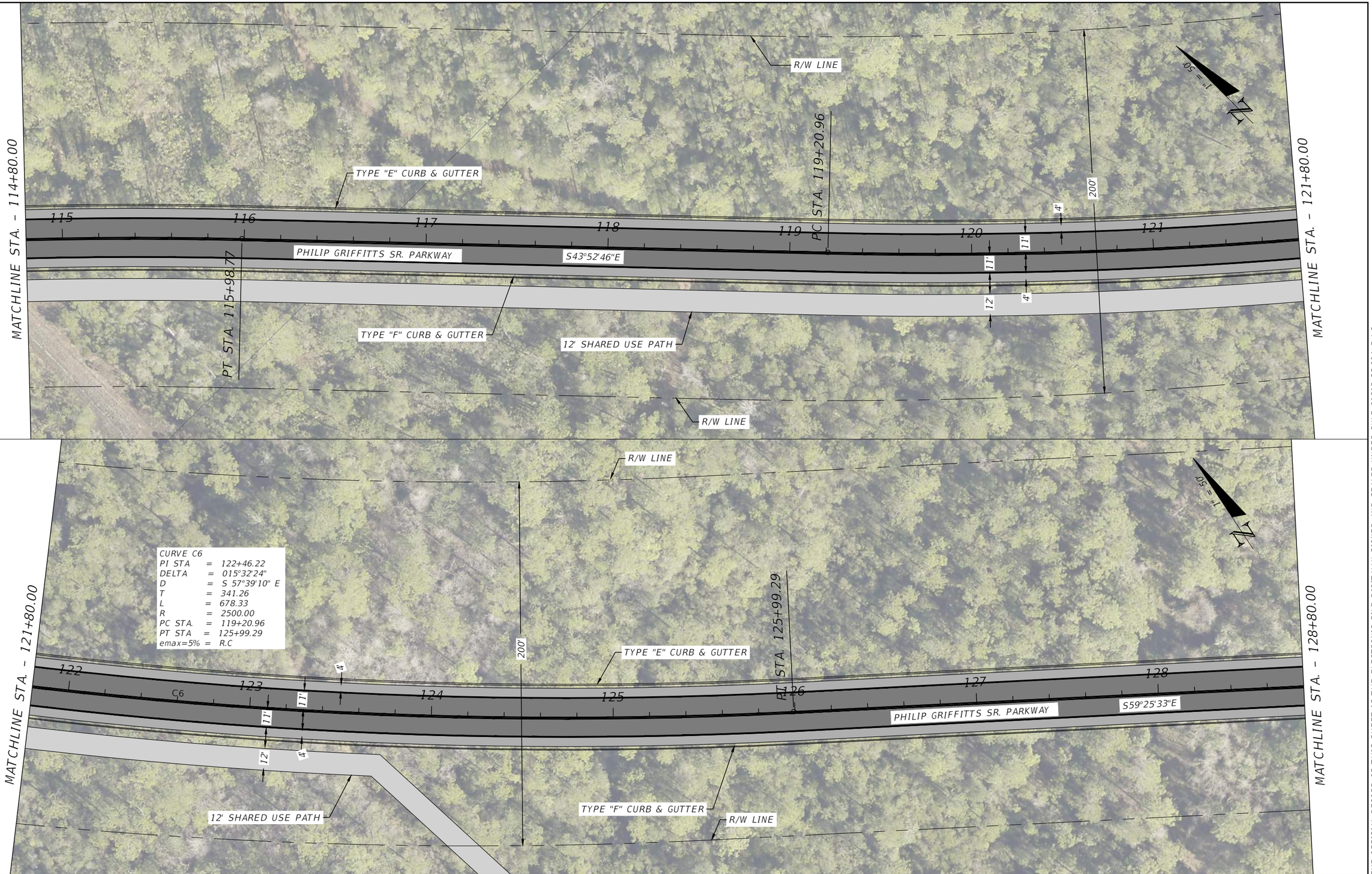

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 7

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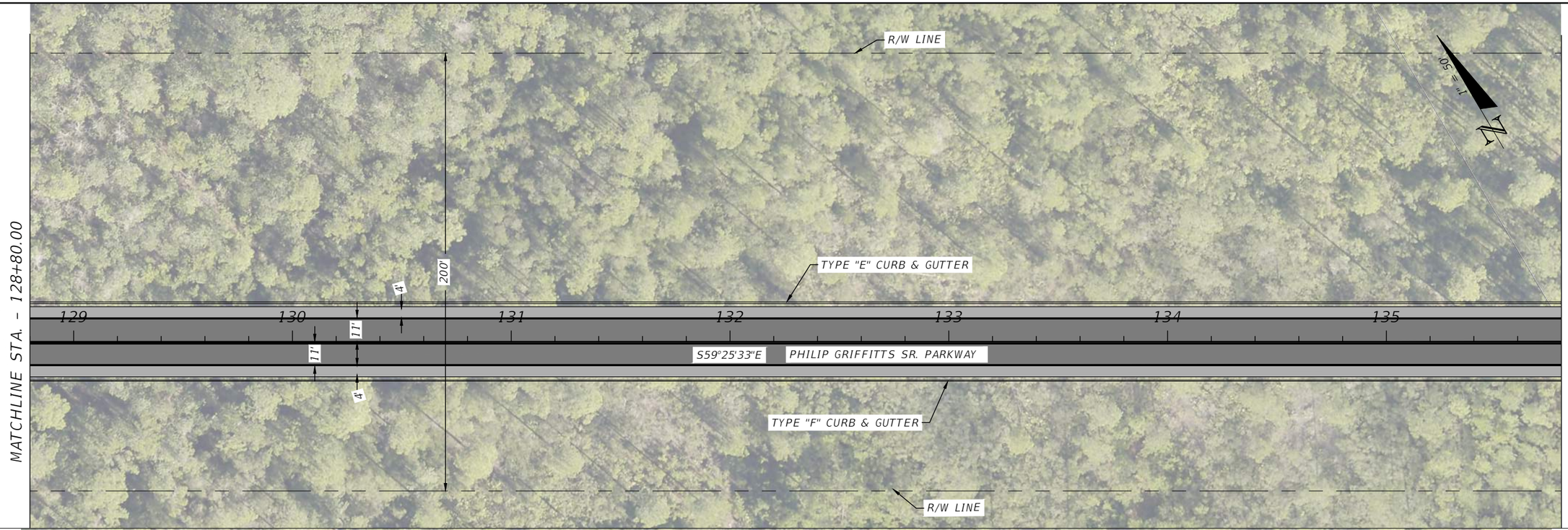

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
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#	#	#	#
#	#	#	#

BLAKE R. FURBEE, P.E.
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708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 8

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 9

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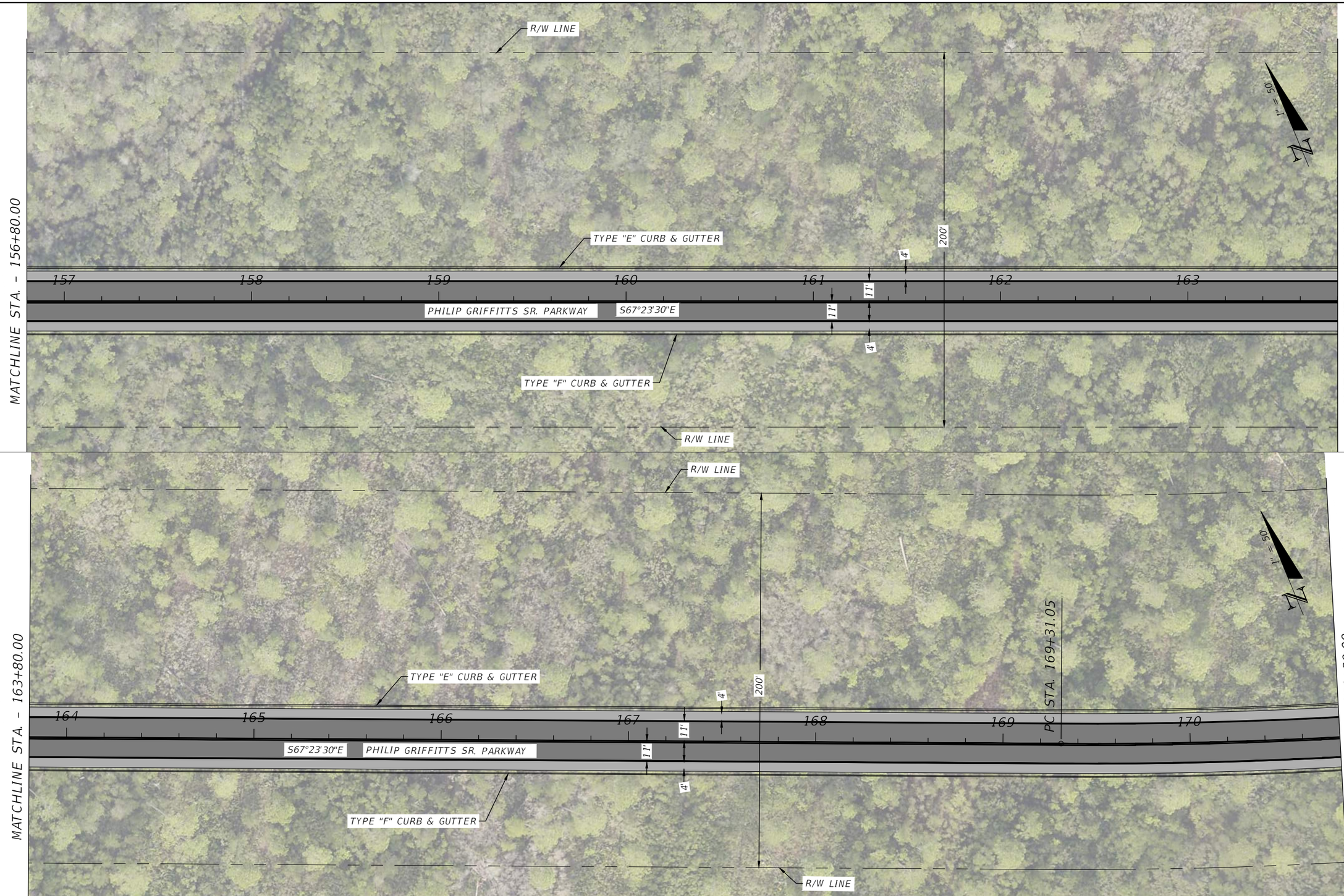

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 10

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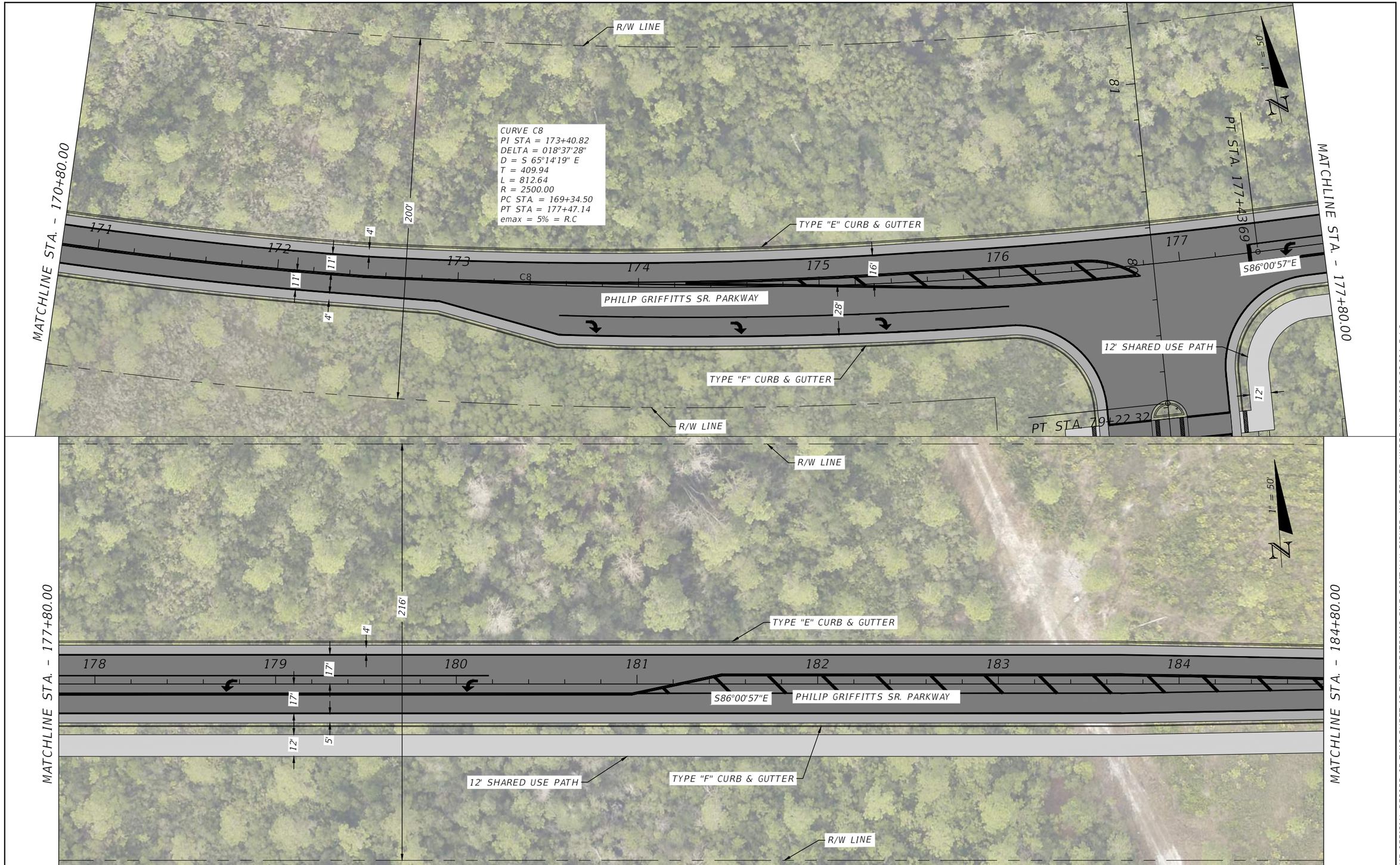

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
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708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 11

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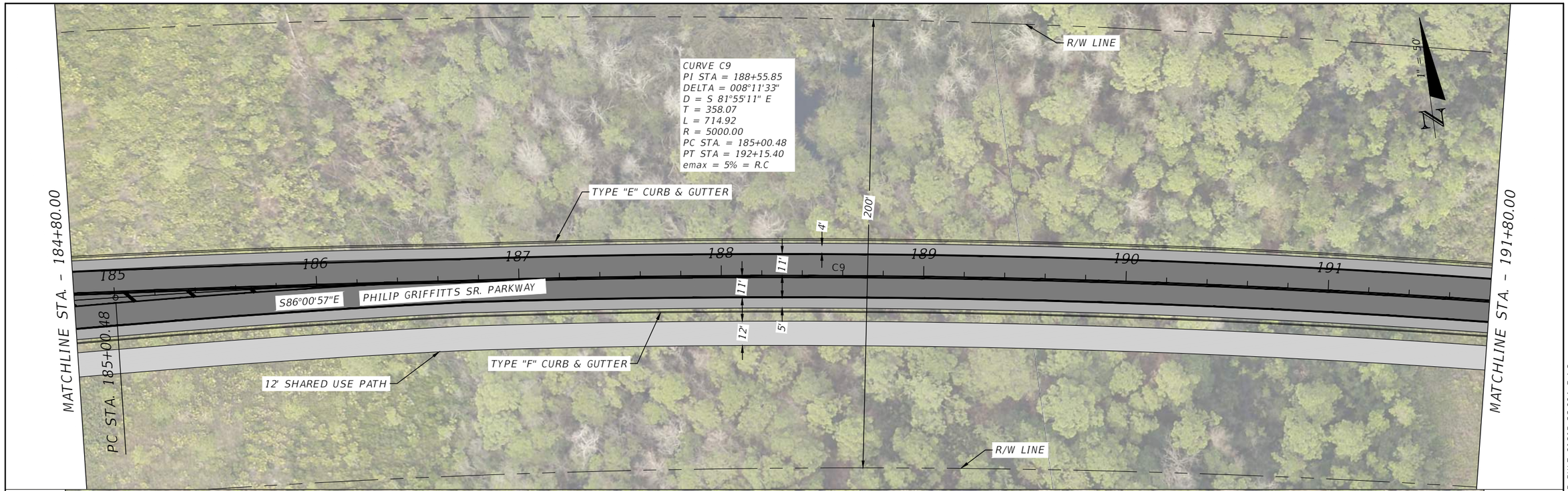

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 12

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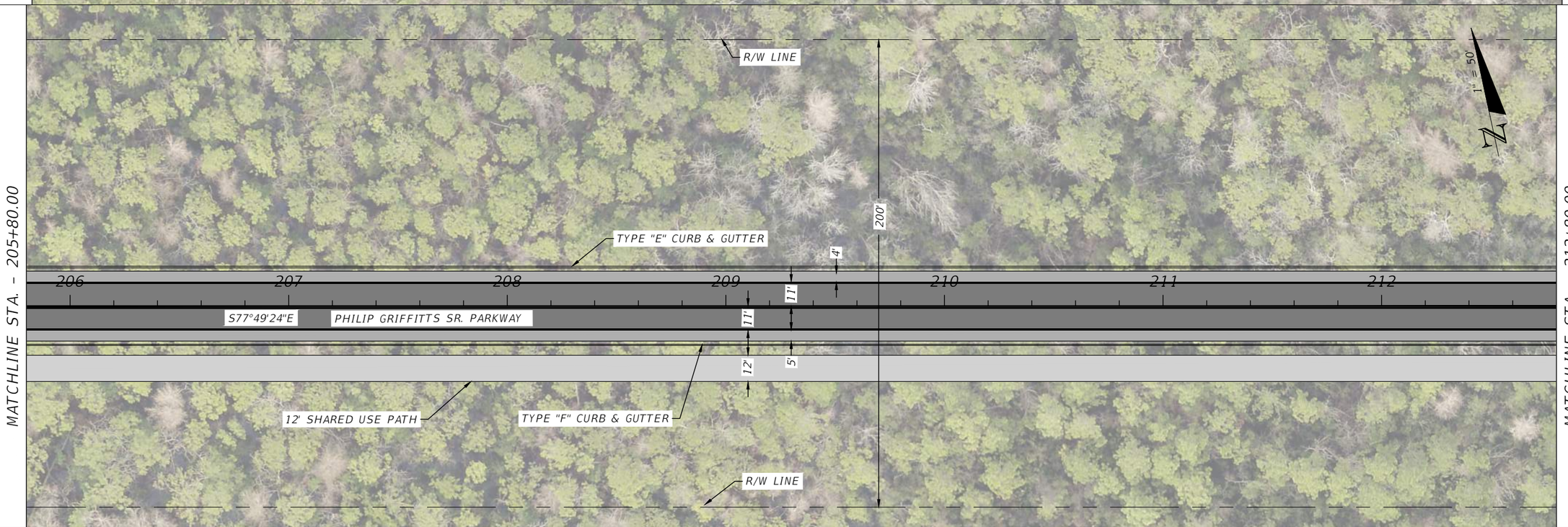

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 13

Marvin Peardon 11/19/2025 2:38:27 PM G:\Civil3DProjects\22017\Preliminary Analysis\CADD\Roadway\PLPLRD02.dwg

MATCHLINE STA. - 212+80.00

R/W LINE

TYPE "E" CURB & GUTTER

213 214 215 216 217 218 219

PHILIP GRIFFITTS SR. PARKWAY S77°49'24"E

200'

4'

11'

11'

12'

5'

12' SHARED USE PATH

TYPE "F" CURB & GUTTER

R/W LINE

1" = 50'

MATCHLINE STA. - 219+80.00

MATCHLINE STA. - 219+80.00

R/W LINE

CURVE C10
PI STA = 225+22.93
DELTA = 007°35'07"
D = S 74°09'50" E
T = 364.60
L = 728.14
R = 5500.00
PC STA. = 221+78.06
PT STA = 228+86.47
emax = 5% = R.C

1" = 50'

216'

TYPE "E" CURB & GUTTER

4'

16'

220 221 222 223 224 225 226

C10

S77°49'24"E

PHILIP GRIFFITTS SR. PARKWAY

26'

12'

5'

PC STA. 221+58.33

12' SHARED USE PATH

TYPE "F" CURB & GUTTER

R/W LINE

MATCHLINE STA. - 226+80.00

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REVISIONS			
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REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 14

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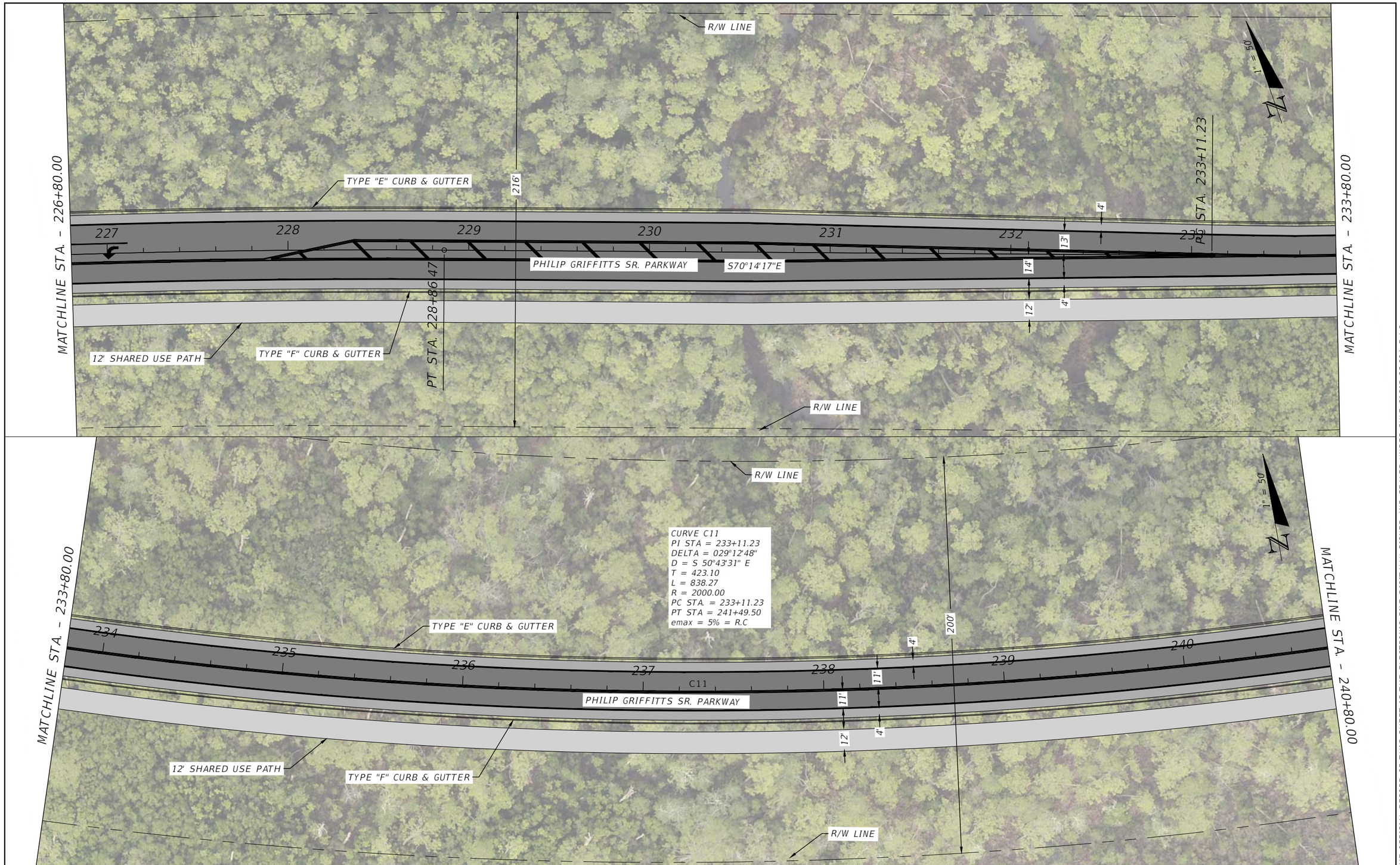

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#£OUNTY	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 15

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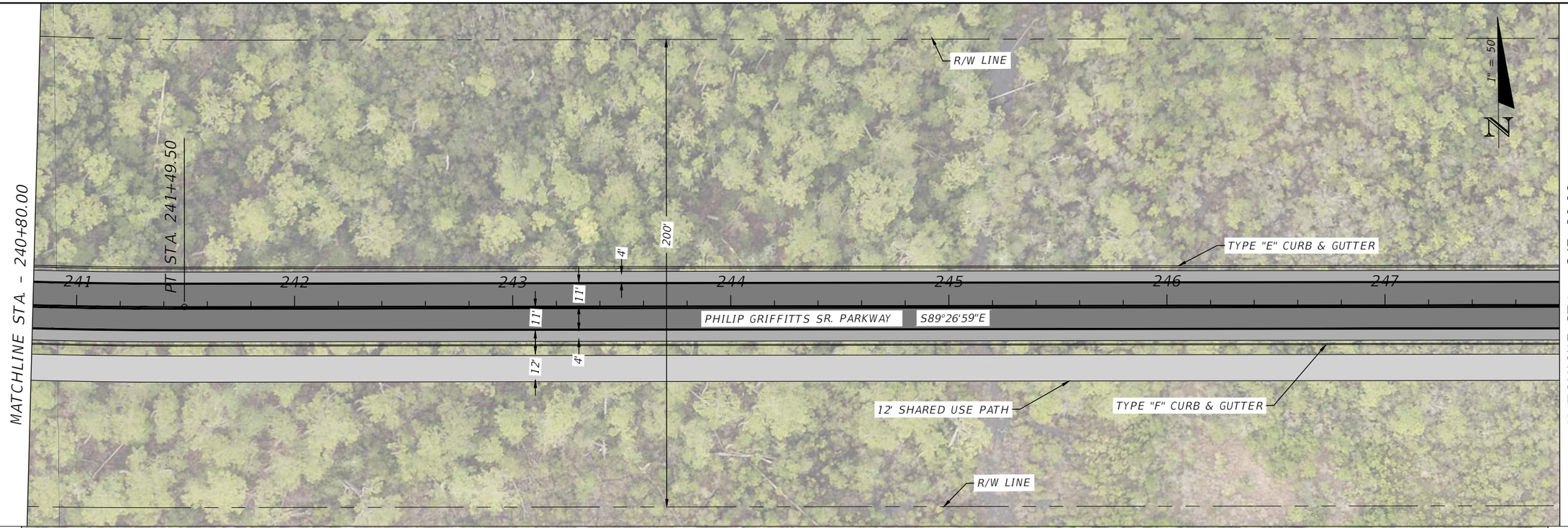

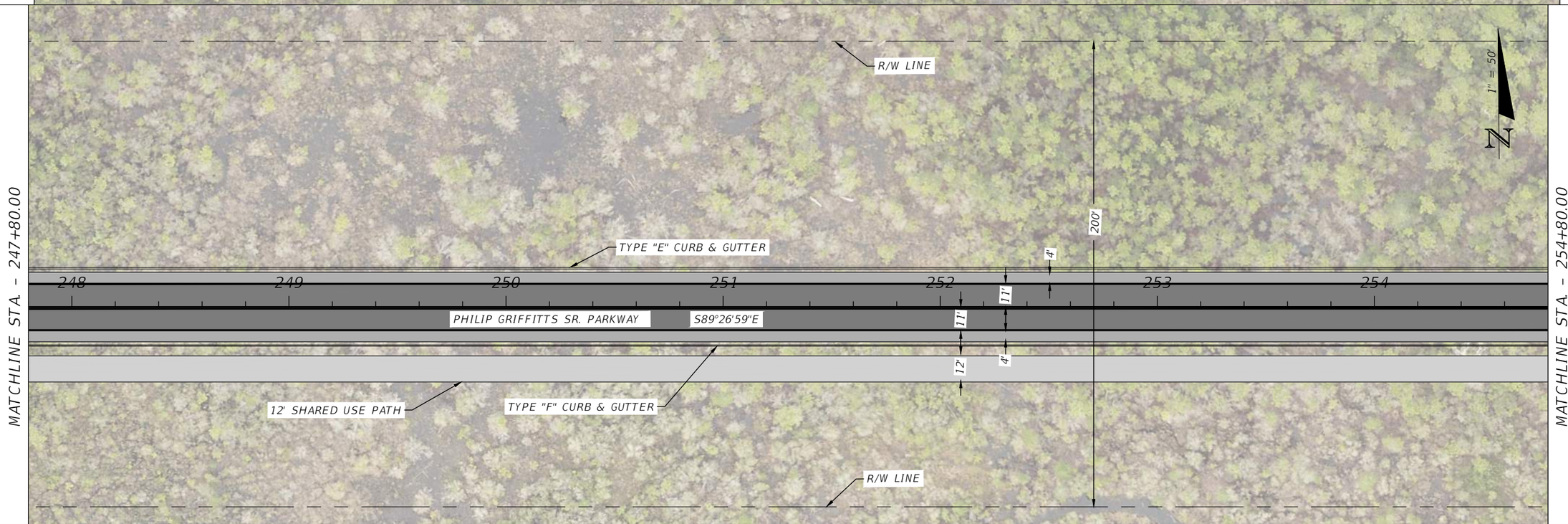

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 16

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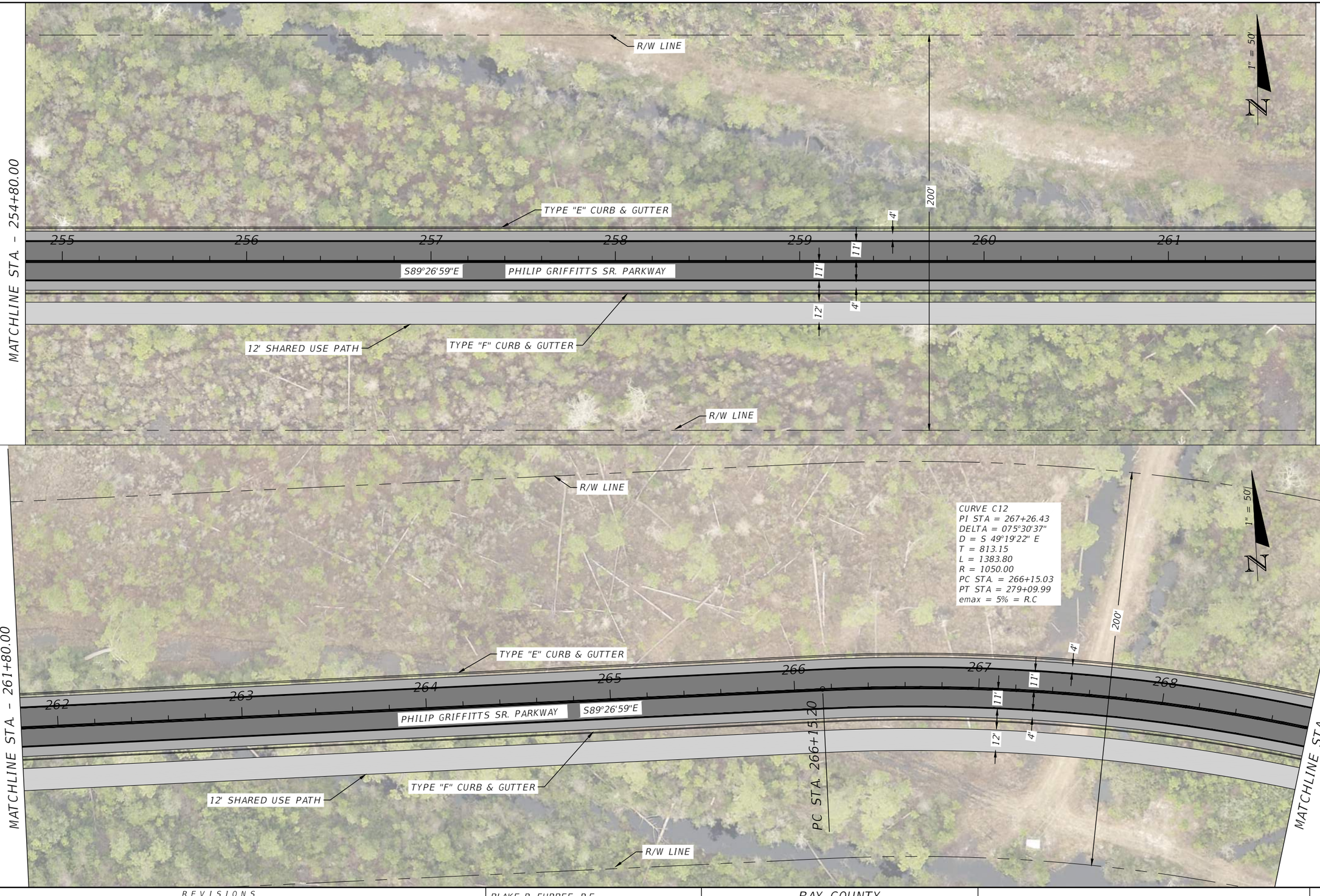

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BLAKE R. FURBEE, P.E.
P.E. LICENSE NUMBER 88505
GORTEMOLLER ENGINEERING, INC.
708 THOMAS DRIVE
PANAMA CITY BEACH, FL 32408
REGISTRY NO. 09505

BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

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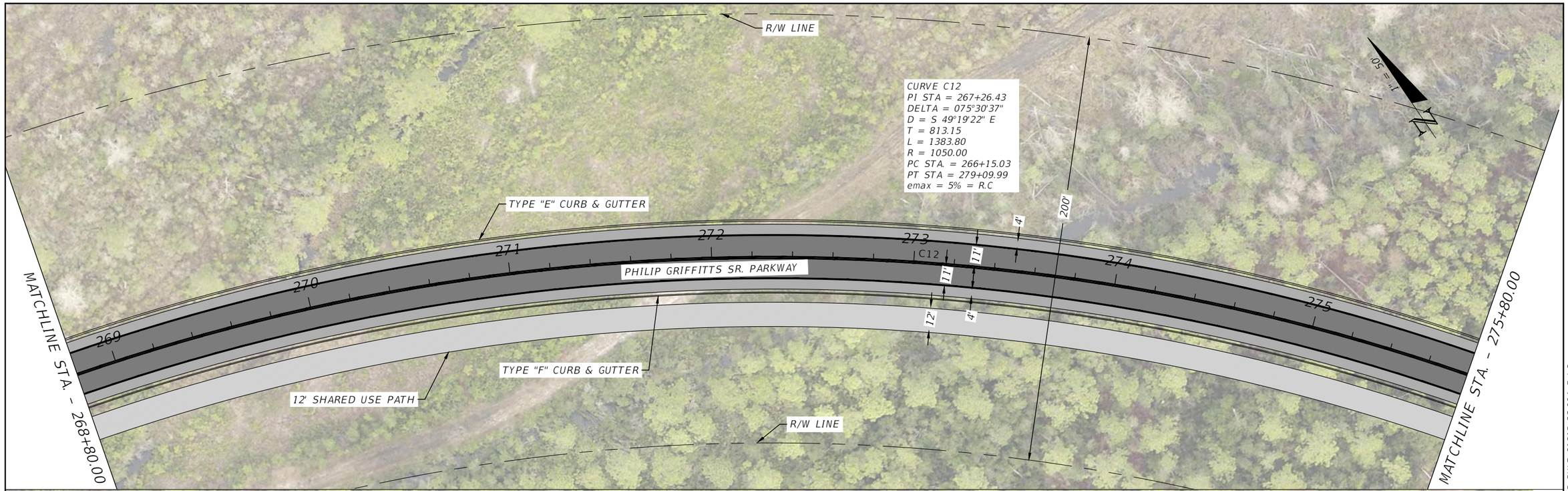

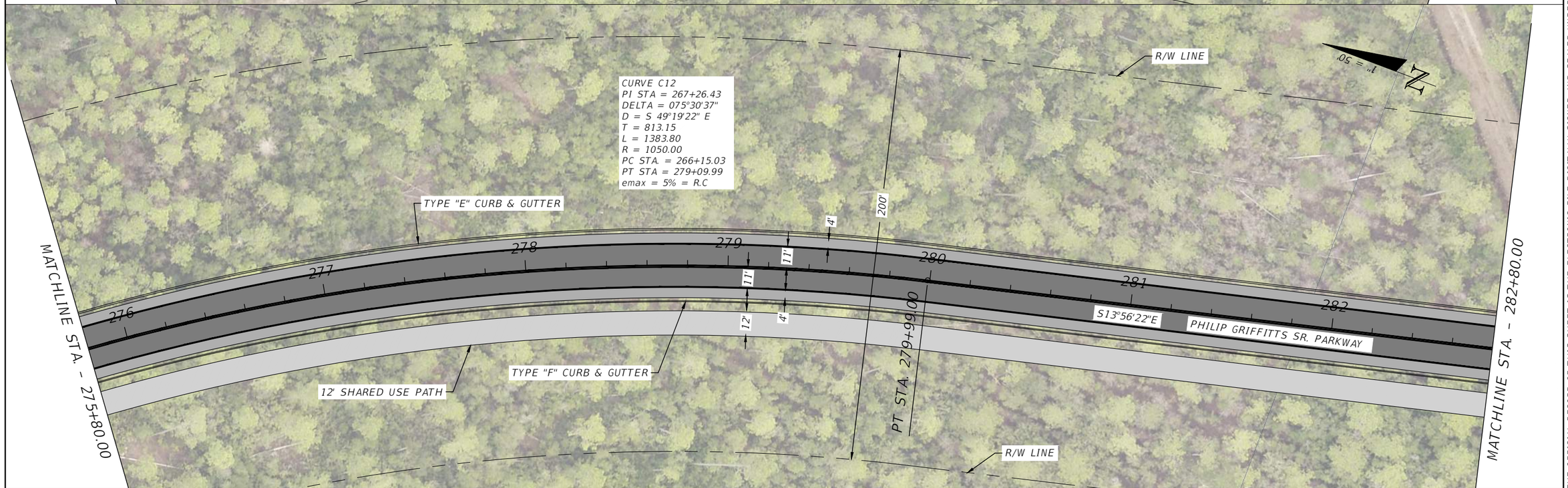

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PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

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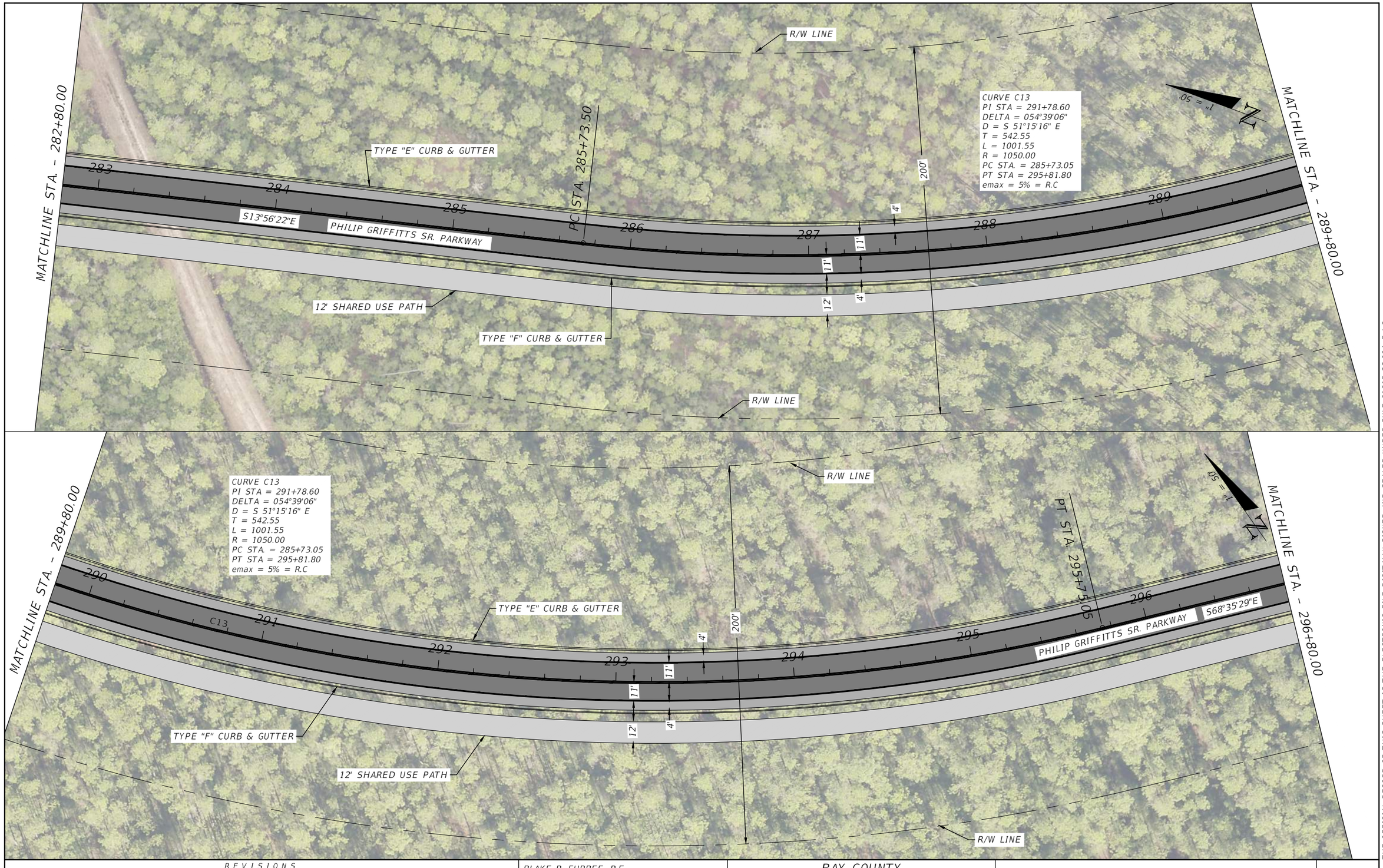

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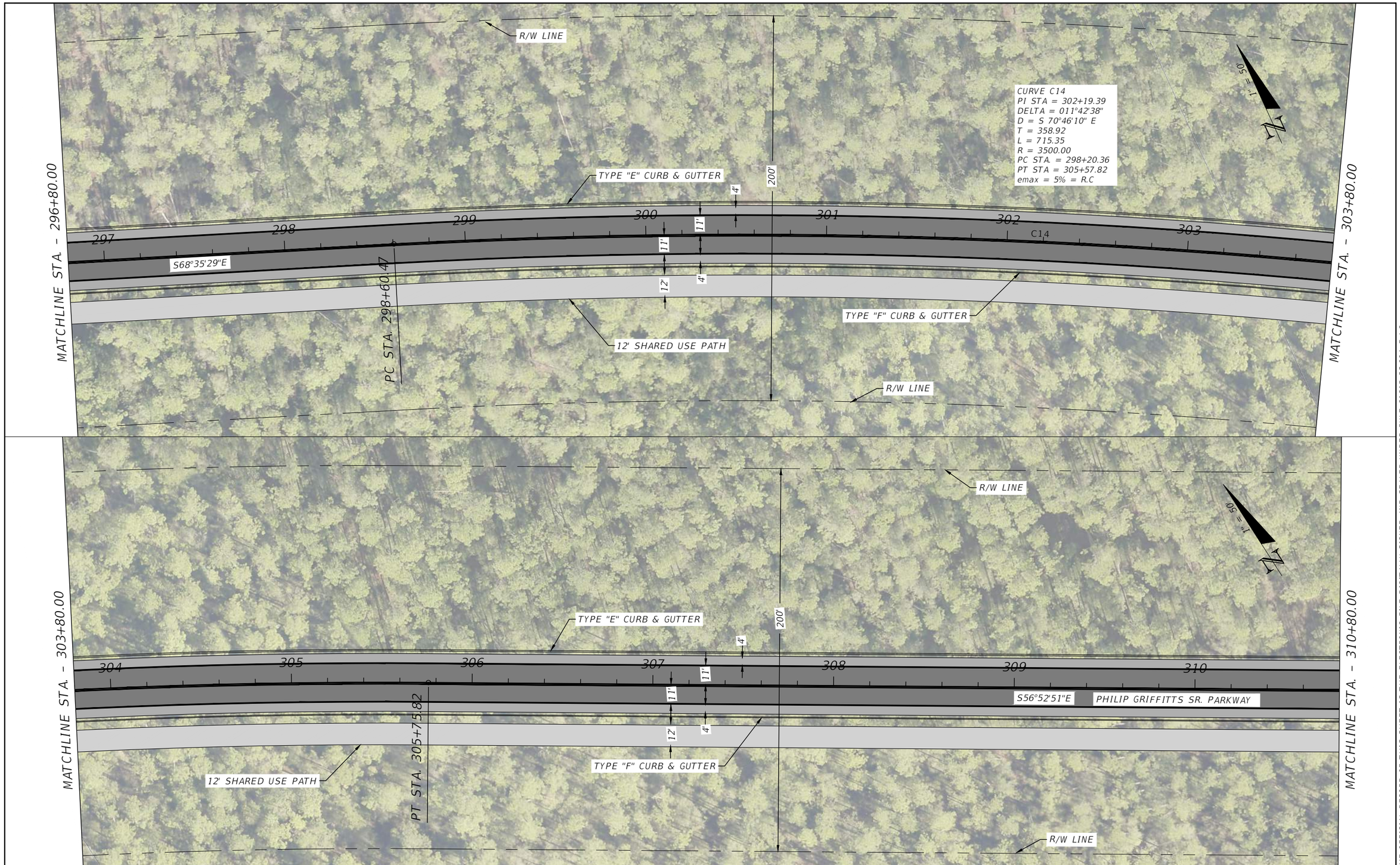

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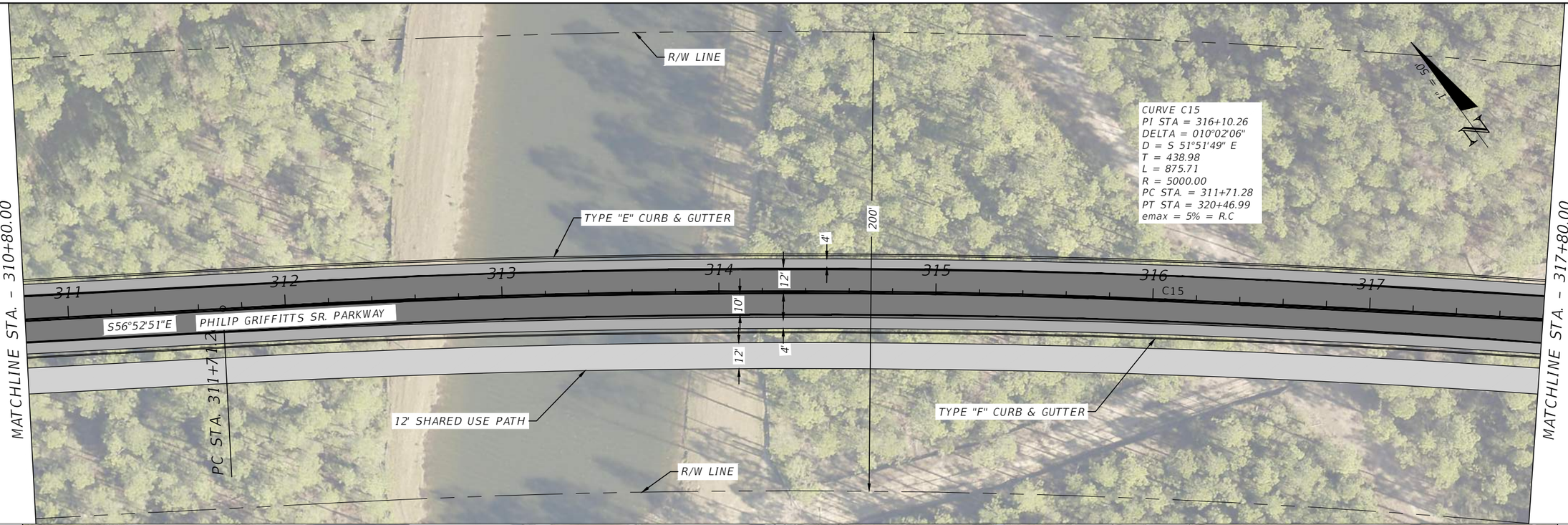

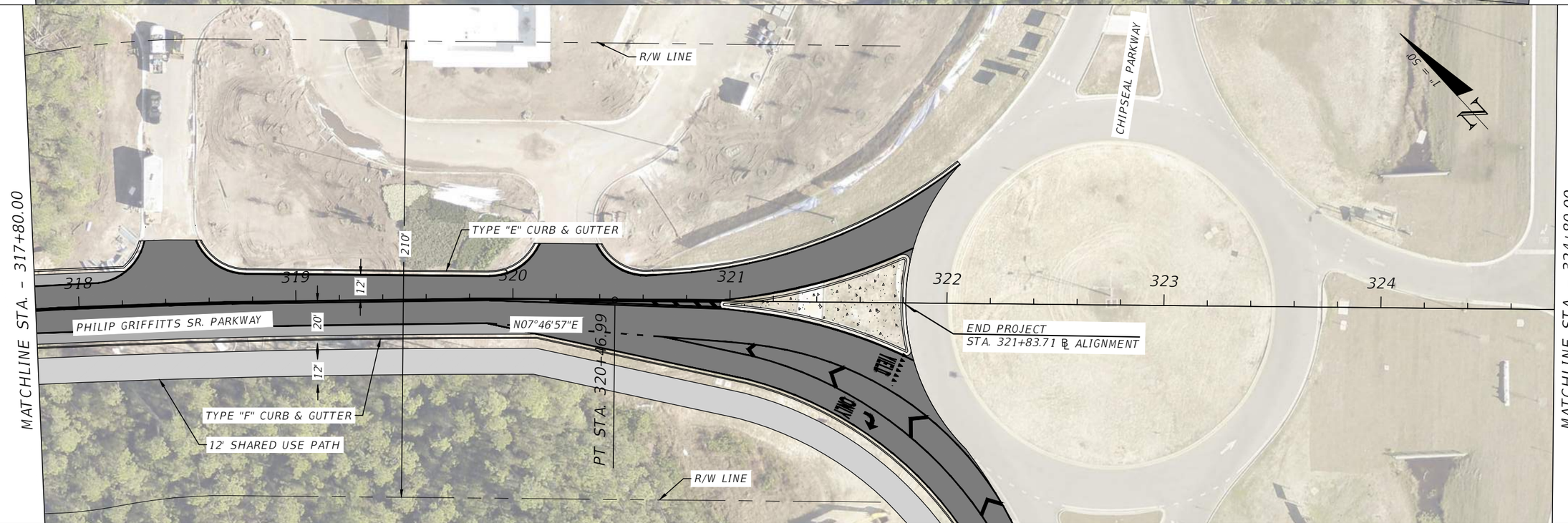

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PHILIP GRIFFITTS SR. PARKWAY CONCEPT PLAN

SHEET NO. 21

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R/W LINE

12' SHARED USE PATH

PC STA. 73+56.34

12'

5'

70 71 72 73 74 75 76

N 87° 44' 50" E
356.34

START CONSTRUCTION
STA 71+55.96 ℄ SURVEY ALF
COLEMAN ROAD

ALF COLEMAN ROAD

TYPE "F" CURB & GUTTER

24'

5'

TYPE "F" CURB & GUTTER

R/W LINE

MATCHLINE STA. - 76+59.41

1" = 50'

MATCHLINE STA. - 76+59.41

R/W LINE

12' SHARED USE PATH

TYPE "F" CURB & GUTTER

PT STA. 79+22.32

176

77 78 79 80 81 81

N 05° 19' 08" E
227.58

177

ALF COLEMAN ROAD

END CONSTRUCTION
STA 79+99.90 ℄ SURVEY ALF
COLEMAN ROAD

END CONSTRUCTION
STA 79+99.90 ℄ SURVEY ALF
COLEMAN ROAD

PT STA. 177+43.69

178

R/W LINE

1" = 50'

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ALF COLEMAN ROAD CONCEPT PLAN

SHEET NO. 22

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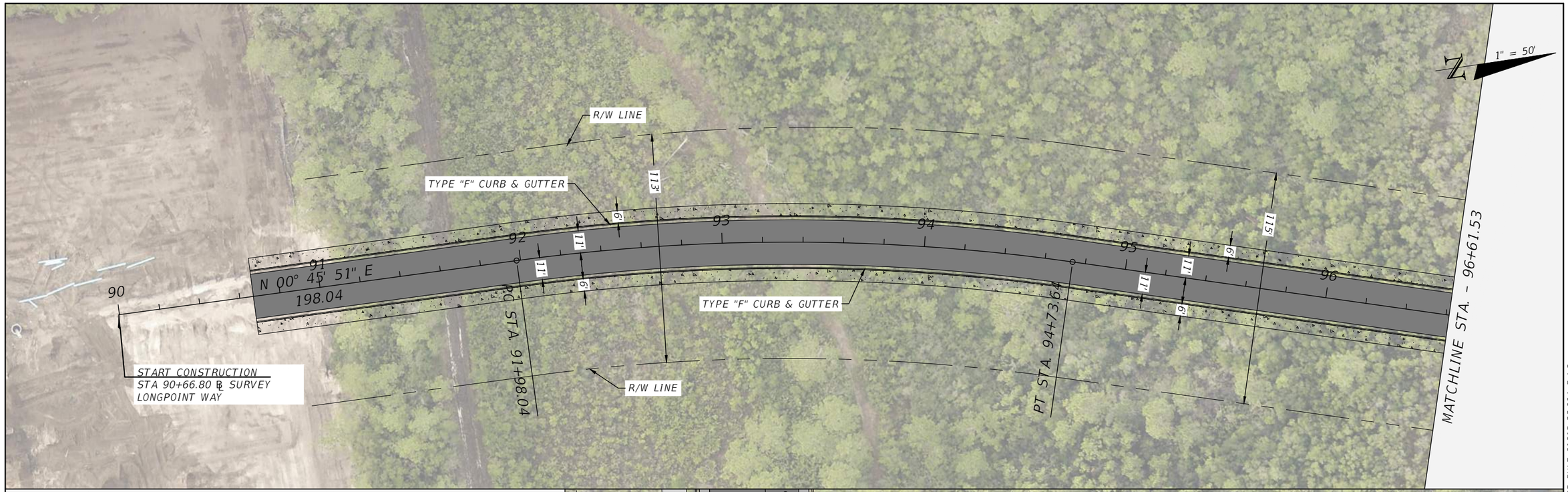

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BAY COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT (#)	COUNTY	FPID
PGS PARKWAY PHASE III	BAY	442483-4-34-02

LONGPOINT WAY CONCEPT PLAN

SHEET NO. 23

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APPENDIX C – *LRE COST ESTIMATE FOR PREFERRED ALTERNATIVE*

Philip Griffitts Sr Parkway Phase III LRE Estimate					
Pay Item No. (if Applicable)	**Description**	**Unit**	**Quantity**	**Unit Price**	**Total**
Earthwork Component					
0104-10-3	Sediment Barrier	LF	50590	$ 5.50	$ 278,245.00
0104-18	Inlet Protection	EA	172	$ 350.00	$ 60,200.00
0110-1-1	Clearing & Grubbing	AC	59.50	$ 79,000.00	$ 4,700,500.00
0120-4	Subsoil Excavation	CY	1690.0	$ 28.00	$ 47,320.00
0120-6	Embankment	CY	661900.0	$ 24.00	$ 15,885,600.00
				Earthwork Component Total	**$ 20,971,865.00**
Roadway Component					
0160-4	Type B Stabilization, 12"	SY	130910	$ 9.00	$ 1,178,190.00
0285-704	Optional Base, Base Group 04	SY	19440	$ 38.00	$ 738,720.00
0285-709	Optional Base, Base Group 09	SY	88935	$ 53.00	$ 4,713,555.00
0334-1-53	Superpave Asphaltic Concrete, Traffic C, PG76-22, 1.5"	TN	1605.0	$ 155.00	$ 248,775.00
0334-1-53	Superpave Asphaltic Concrete, Traffic C, PG76-22, 2"	TN	9780.0	$ 155.00	$ 1,515,900.00
0337-7-82	Asphalt Concrete Friction Course, Traffic C, FC-9.5, PG 76-22, 1"	TN	4890.0	$ 250.00	$ 1,222,500.00
0350-30-13	Concrete Pavement for Roundabout Apron, 12" Depth	SY	895	$ 330.00	$ 295,350.00
0520-1-7	Concrete Curb & Gutter, Type E	LF	21330	$ 55.00	$ 1,173,150.00
0520-1-10	Concrete Curb & Gutter, Type F	LF	29320	$ 55.00	$ 1,612,600.00
0520-2-4	Concrete Curb, Type D	LF	485	$ 40.00	$ 19,400.00
0520-2-8	Concrete Curb, Type RA	LF	585	$ 55.00	$ 32,175.00
0522-1	Concrete Sidewalk and Driveway, 4" Thick	SY	2165	$ 100.00	$ 216,500.00
0570-1-2	Performance Turf, Sod	SY	150245	$ 5.00	$ 751,225.00
0706-1-3	Raised Pavement Marker, Type B	EA	1248	$ 6.00	$ 7,488.00
0711-16-101	Thermoplastic, Standard, White, Solid, 6"	GM	14.250	$ 6,400.00	$ 91,200.00
0711-16-201	Thermoplastic, Standard, Yellow, Solid, 6"	GM	14.250	$ 6,200.00	$ 88,350.00
				Roadway Component Total	**$ 13,905,078.00**
Drainage Component					
0425-1-321	Inlets, Curb, Type P-2, <10'	EA	172	$ 12,000.00	$ 2,064,000.00
0430-175-118	Pipe Culvert, Optional Material, Round, 18" S/CD	LF	2716	$ 150.00	$ 407,400.00
0430-175-130	Pipe Culvert, Optional Material, Round, 30" S/CD	LF	24970	$ 250.00	$ 6,242,500.00
				Drainage Component Total	**$ 8,713,900.00**
Signing Component					
0700-1-11	Single Post Sign, F&I Ground Mount, Up To 12 SF	AS	59	$ 560.00	$ 33,040.00
				Signing Component Total	**$ 33,040.00**
Miscellaneous Component					
0455-135-102	Polymeric Sheet Pile, Vinyl	LF	9140	$ 2,000.00	$ 18,280,000.00
				Miscellaneous Component	**$ 18,280,000.00**
					$ 61,903,883.00
0101-1	Mobilization		10%		$ 6,190,388.30
0102-1	Maintenance of Traffic		2%		$ 1,238,077.66
0999-25	Initial Contingency Amount, Do Not Bid		30%		$ 18,571,164.90
				Total Construction Cost	**$ 87,903,513.86**

Notes:

1. This Opinion of Probable Cost does not include any costs associated with SWF construction or cross drains for offsite drainage.
2. Storm Drainage is assumed per 300 LF and assumed 18" for roadway drainage storm system cross drain and 30" main trunk line.

Kimley»Horn

MEMORANDUM

To:	Keith Bryant, PE Bay County
Cc:	Cliff Johnson; Chris Sponseller, PE Bay County
From:	Vincent Spahr, PE; Richard Barr, AICP Kimley-Horn and Associates, Inc.
Date:	November 14, 2024
Subject:	Philip Griffitts Sr. Parkway Phase III Alignment Alternatives – Cost Estimates

The U.S. 98 (Panama City Beach Parkway) corridor in Panama City Beach is one of the most congested corridors in all of Bay County. From State Road 79 (SR 79) to the Hathaway Bridge, U.S. 98 (Panama City Beach Parkway) operates with daily volumes exceeding its adopted Level of Service (LOS) D daily capacity. In 2018, the Florida Department of Transportation (FDOT) completed a Project Development and Environment (PD&E) study for the U.S. 98 (Panama City Beach Parkway) corridor from Mandy Lane to Thomas Drive, indicating that the corridor needed widened from four lanes to six lanes. Portions of the corridor widening are currently under construction from Mandy Lane to Richard Jackson Boulevard, and construction funding has been identified in Fiscal Year (FY) 2026 to widen the corridor from Richard Jackson Boulevard to the Hathaway Bridge. However, it is expected that even with the widened U.S. 98 (Panama City Beach Parkway) corridor, future volumes will exceed the road's daily capacity by 2030.

Two phases of Philip Griffitts Sr. (PGS) Parkway have been constructed to provide parallel relief to U.S. 98 (Panama City Beach Parkway) between SR 79 and Nautilus Street. The PD&E Study for PGS Parkway Phase III has been evaluating the natural and built environment between Clara Avenue and Chip Seal Parkway to determine the most appropriate alignment for a new roadway. Several constraints, including conservation easements, mitigation banks, protected species habitats, engineering factors, and stakeholder/property owner sentiments have been factored into the alignment alternatives that are currently under consideration for the new roadway.

Ultimately, part of the PGS Parkway Phase III corridor between Alf Coleman Road and Chip Seal Parkway will have to be constructed through a portion of the Breakfast Point Mitigation Bank (BPMB) because the entirety of the property north of the built environment—namely, the Breakfast Point neighborhood—is within the BPMB. The St. Joe Company is the Sponsor of the BPMB, which is governed by the federal BPMB Mitigation Bank Instrument by the U.S. Army Corps of Engineers (USACE) and state mitigation bank permit issued by the Florida Department of Environmental Protection (FDEP).

The County is proceeding with a condemnation process to acquire the property needed for the corridor through eminent domain. In order to proceed with the eminent domain process, the County must select the preferred alignment for the PGS Parkway Phase III corridor. As noted, any alignment between Alf Coleman Road and Chip Seal Parkway is expected to impact the BPMB and associated conservation easements, so the most significant considerations in determining an appropriate alignment will be the engineering factors (topography, drainage, structures), stakeholder/property owner input, and costs. Costs for the alignment will include right-of-way cost, the cost of the mitigation bank credits that will be removed from the BPMB, and the cost of construction for the roadway, including any bridges required to minimize environmental impacts through the BPMB and ponds required for stormwater conveyance and treatment associated with the new roadway.

Western Segment – Clara Avenue to Alf Coleman Road

All three alignment alternatives would generally follow the same route for the Western Segment between Clara Avenue and Alf Coleman Road. PGS Parkway Phase III would extend north from the existing Clara Avenue terminus to just north of the existing Florida Power and Light (FPL) power line easement. A roundabout at the northern terminus would facilitate the north-to-east and west-to-south movements, and the corridor would then continue eastward along the northern edge of the power line easement. Approximate one mile east of Clara Avenue, the alignment would begin a slight northward curve until the intersection with Alf Coleman Road. The northward curve may vary slightly depending on the alignment selected for the Middle Segment, but it will travel at least 700 feet north to avoid impacts to the Arnold High School conservation easement.

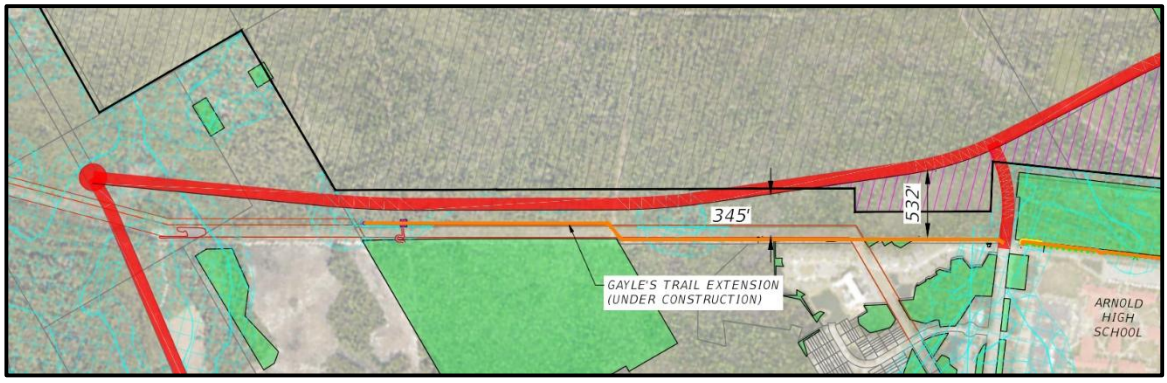


Figure 1: Western Segment

Middle Segment – Alf Coleman Road to east of Breakfast Point

Beginning approximately at the Alf Coleman Road intersection, the three alignments would divert more significantly. The alignment and their potential impacts are summarized below.

ALIGNMENT 1 – SOUTHERN EDGE

The southernmost alignment alternative would be designed to effectively traverse the southern edge of the BPMB to minimize the amount of land that would be removed from the BPMB as a result of the condemnation. Residents of the existing residential development south of the BPMB, Breakfast Point, have expressed vehement opposition to the southernmost alignment alternative, citing noise, aesthetics, and property value as reasons that the alignment should be constructed further north away from their properties.

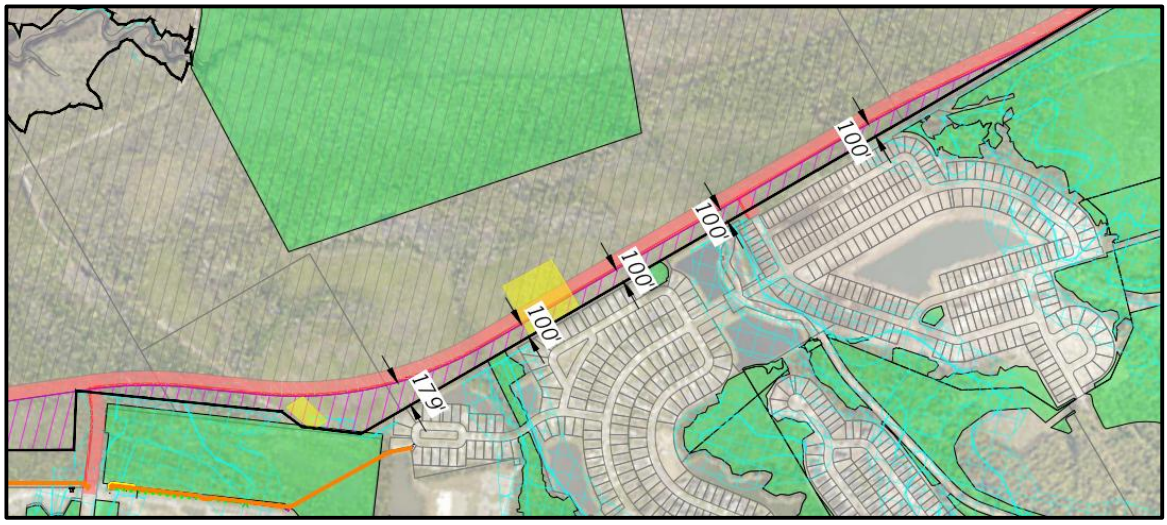


Figure 2: Alignment 1 - Southern Edge

The southernmost alignment alternative would also potentially impact environmentally sensitive areas within the BPMP that have been identified as potential habitats for two protected species: reticulated flatwoods salamander and telephus spurge. Neither species has been observed to date, but the areas have been identified as potential habitat.

ALIGNMENT 2 – NORTHERN OPTION

The northernmost alignment alternative was developed to provide more distance from the existing Breakfast Point residential development without decreasing the viability of PGS Parkway Phase III as an alternative corridor to U.S. 98 (Panama City Beach Parkway). The northernmost alignment alternative would mostly avoid the previously identified telephus spurge and reticulated flatwoods salamander habitats, but it would result in the largest portion of the BPMB being separated from the overall mitigation bank.

Figure 3: Alignment 2 – Northern Option

There has been consideration for the possibility of maintaining the area south of the alignment as part of the BPMB, with acknowledgment that maintenance—specifically controlled burns—would be more difficult if the mitigation bank were bifurcated by PGS Parkway Phase III. There are other mitigation banks in Florida that are bifurcated by roadways, including the Pensacola Bay Mitigation Bank through which I-10 runs. County staff have indicated that if PGS Parkway Phase III required infrequent road closures to allow for prescribed burns to maintain the ecological quality of the surrounding mitigation bank and/or conservation easement, the County would be willing to facilitate such closures.

ALIGNMENT 3 – CENTER ALIGNMENT

Between the southern edge and the northern option, a center alignment was developed to compromise between the competing interests of the residential development to the south and the desire of USACE and FDEP to maintain the integrity of the BPMB to the north. The center alignment was developed to avoid the previously identified telephus spurge (*Euphorbia telephioides*) and reticulated flatwoods salamander (*Ambystoma cingulatum*) habitats and run parallel with the Breakfast Point neighborhood northern boundary, approximately 350 feet to the north.

Figure 4: Alignment 3 – Center Alignment

Eastern Segment – East of Breakfast Point to Chip Seal Parkway

The easternmost portion of the PGS Parkway Phase III corridor would culminate at the existing roundabout on Chip Seal Parkway, near A. Gary Walsingham Academy. Much like the Western Segment, the Eastern Segment is expected to follow approximately the same route, regardless of which alignment alternative is ultimately selected for the Middle Segment. In any of the three alternatives, the Eastern Segment will curve south out of the BPMB, then curve east to align its terminus with the existing roundabout.

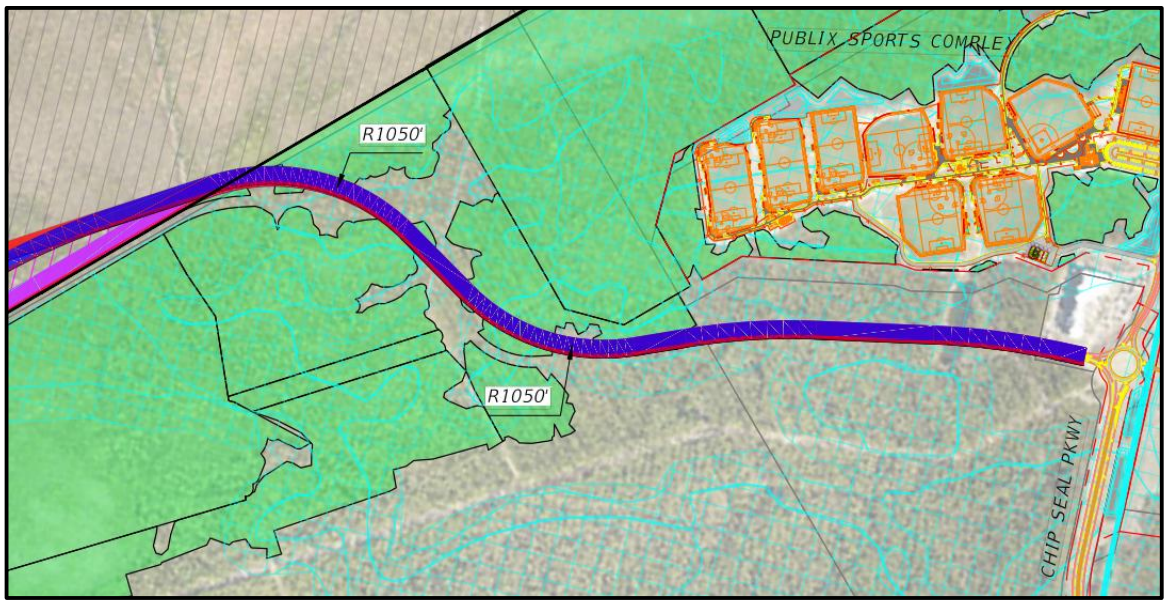


Figure 5: Eastern Segment

Cost Comparison

As noted above, there are several factors that will impact the ultimate cost of PGS Parkway Phase III, including right-of-way, mitigation bank credits, and the cost of construction for the roadway, including any bridges required to minimize environmental impacts through the BPMB.

RIGHT-OF-WAY COST

Right-of-way costs are estimated according to the total acreage of the PGS Parkway Phase III corridor that will be condemned through the eminent domain process. The acreage that will be condemned to Bay County does not vary dramatically between the three alternatives, but there are slight differences in the overall footprint. The cost per acre is determined according to the parcel values per acre listed on the Bay County Property Appraiser; these estimates assume that all property takes necessary for the roadway will be partial. **Table 1** summarizes the right-of-way cost estimates for the three alternatives under consideration.

Table 1: Right-of-way Cost Estimates

R/W Acquisition Cost		Roadway Alignment	
		Acres	Cost
Alternative 1	Southern Edge	62.39	$500,555
Alternative 2	Northern Option	61.75	$490,447
Alternative 3	Center Alignment	62.09	$510,242

MITIGATION BANK COSTS

Mitigation Bank costs are estimated according to the total acreage of the PGS Parkway Phase III corridor that will be removed from the BPMB in order to accommodate the proposed right-of-way. Each acre that is impacted by the roadway within the BPMB is expected to require approximately $60,000 to account for the Uniform Mitigation Assessment Method (UMAM) credit cost of $95,000 per credit. Additionally, the acreage to be removed from the bank within and south of each alignment alternative is considered in the Mitigation Bank Costs because those lands may lose value for potential UMAM credits that could have been awarded to the BPMB if those lands had been restored, managed and preserved in the future. **Table 2** summarizes the UMAM credit cost estimates for the three alternatives under consideration.

Table 2: Mitigation Bank Cost Estimates

Mitigation Bank Impact Cost		Roadway Alignment (Direct Impact)		South of Alignment*	
		Acres	Cost	Acres	Cost
Alternative 1	Southern Edge	45	$3.6M	92	$1.8M
Alternative 2	Northern Option	46	$3.7M	190**	$3.6M**
Alternative 3	Center Alignment	45	$3.6M	102	$2.1M

**The area south of the alignment may be removed from the BPMB if it is deemed ineligible for mitigation bank credits, and therefore the County will be required to reimburse St. Joe for the potential future credits lost.*

***The intent of the Northern Option (and possibly the Center Alignment) would be to maintain the area south of the alignment either within the BPMB or otherwise eligible for Mitigation Credits to offset the costs of the credits lost.*

CONSTRUCTION COSTS

Construction cost estimates are estimated according to the proposed two-lane typical section for PGS Parkway Phase III and the alignment alternatives under consideration. It is anticipated that either of the Alignment 2 – Northern Option would feature an elevated structure along the corridor to allow for wildlife crossings and to mitigate impacts to the Conservation Easement. For the purposes of this summary, it is assumed that the typical section of a bridged portion of the alignment would be approximately 56 feet in width and the bridge would be approximately 500 feet in length. The Alignment 3 – Center Alignment could also potentially feature an elevated section for a portion of the corridor, but it is not included in the cost estimate for this summary. **Table 3** summarizes the preliminary cost estimates for the three alternatives under consideration.

Table 3: Roadway Construction Cost Estimates

Construction Cost		Roadway	500' Bridge
Alternative 1	Southern Edge	$63.9M	N/A
Alternative 2	Northern Option	$77.2M	$5.6M
Alternative 3	Center Alignment	$75.8M	N/A*
** The Center Alignment may also provide an opportunity to maintain the area south of the alignment for mitigation bank credits, but it is assumed for this cost estimate that only the Northern Option would be granted that exception.*			

These construction cost estimates are based on preliminary assumptions of design and available GIS and LIDAR data; no survey or geotechnical information is currently available due to the limitations on disturbing the land within the BPMB. The cost estimates do not include profile grade changes which may be necessary upon completion of design.

Stormwater/Ponds

The costs associated with stormwater facility construction and cross drains for offsite drainage are assumed to be relatively consistent, regardless of alternative. A conservative cost estimate of approximately **$7.7 Million** was generated based on the anticipated size of stormwater facilities expected to accommodate runoff from PGS Parkway Phase III. The stormwater/ponds cost estimate is included in the 'Construction' column of the overall combined cost estimates provided in **Table 4**.

OVERALL COMBINED COST ESTIMATES

Exhibits illustrating the three alignment alternatives are provided as an attachment. **Table 4** provides a relative cost comparison for the alternatives under consideration. The ranges included in **Table 4** are indicative of the variations in costs that may be associated with inclusion of an elevated section of the PGS Parkway corridor and the potential for a portion of the area south of the new corridor to remain within the BPMB, pending coordination with FDEP and USACE.

Table 4: Combined Cost Estimates

OVERALL COST ESTIMATES		R/W	Mitigation Bank	Construction	TOTAL
Alternative 1	Southern Edge	$500,555	$5.4M	$71.6M	+/- $77.5M
Alternative 2	Northern Option	$490,447	$3.7M - $7.3M	$84.9M - $90.5M	+/- $92.7M - $94.7M
Alternative 3	Center Alignment	$510,242	$3.6M - $5.7M	$83.5M - $89.1M	+/- $89.7M - $93.2M

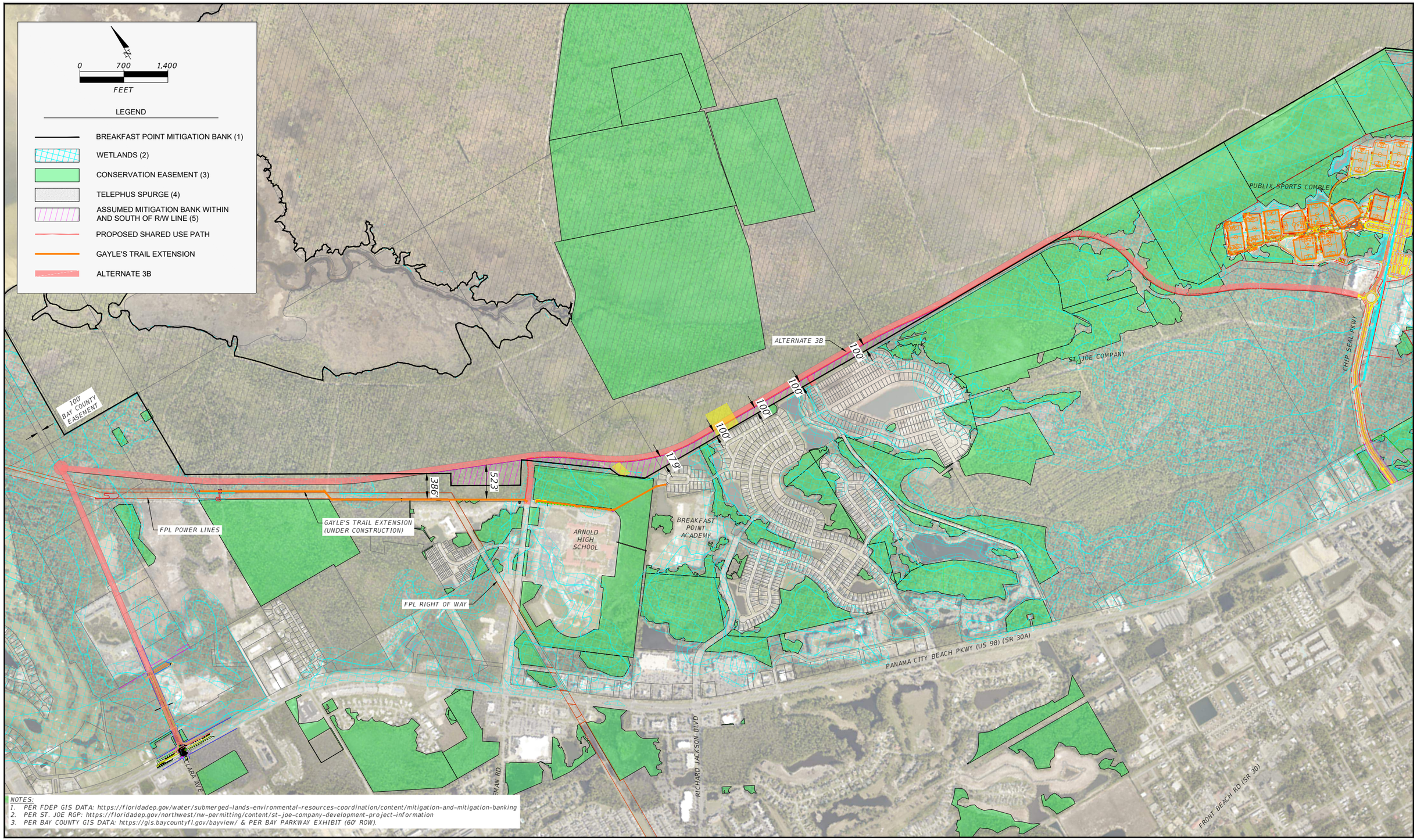
Alternative 1, the Southern Edge, which would be constructed nearest to the existing Breakfast Point residential development, would have the lowest construction costs and the lowest overall cost. The Southern Edge alignment would likely be preferred by the environmental review agencies, since it results in the least impact to the BPMB.

Alternative 2, the Northern Option, would likely be the least preferred by the environmental review agencies due to its more significant impacts to the BPMB, and would likely have the highest overall construction cost. The mitigation bank costs may be offset partially if FDEP and USACE agree that the southern portion of the BPMB can be maintained within the bank as a result of the proposed elevated section of PGS Parkway.

Alternative 3, the Center Alignment, would serve as a compromise between the competing interests of the review agencies and the residential stakeholders. The Center Alignment could also partially offset the mitigation bank costs with an elevated section of PGS Parkway, if FDEP and USACE agree that the southern portion of the BPMB can be maintained within the bank.

Attachments

Preliminary Corridor Alignment Alternatives



Bay County Board of County Commissioners
840 West 11th Street, Suite 200
Panama City, FL 32401

Philip Griffitts Sr. Parkway Phase III

PROJECT EXHIBIT - ALTERNATE 3A

"Southern Edge" Alternative

1"

IF THIS LINE DOES NOT MEASURE ONE INCH IN LENGTH, THE SCALES ON THIS DRAWING ARE NOT VALID.

0 700 1,400
FEET

LEGEND

- BREAKFAST POINT MITIGATION BANK (1)
- WETLANDS (2)
- CONSERVATION EASEMENT (3)
- TELEPHUS SPURGE (4)
- ASSUMED MITIGATION BANK WITHIN AND SOUTH OF R/W LINE (5)
- PROPOSED SHARED USE PATH
- GAYLE'S TRAIL EXTENSION
- ALTERNATE 1B

ALTERNATE 1B
PUBLIX SPORTS COMPLEX
JOE COMPANY
CHIP SEAL PKWY
100' BAY COUNTY EASEMENT
425'
668'
774'
959'
1167'
551'
386'
FPL POWER LINES
GAYLE'S TRAIL EXTENSION (UNDER CONSTRUCTION)
ARNOLD HIGH SCHOOL
BREAKFAST POINT ACADEMY
FPL RIGHT OF WAY
PANAMA CITY BEACH PKWY (US 98) (SR 30A)
RICHARD JACKSON BLVD
FRONT BEACH RD (SR 30)
LARA AVE

NOTES:
1. PER FDEP GIS DATA: https://floridadep.gov/water/submerged-lands-environmental-resources-coordination/content/mitigation-and-mitigation-banking
2. PER ST. JOE RGP: https://floridadep.gov/northwest/nw-permitting/content/st-joe-company-development-project-information
3. PER BAY COUNTY GIS DATA: https://gis.baycountyfl.gov/bayview/ & PER BAY PARKWAY EXHIBIT (60' ROW).

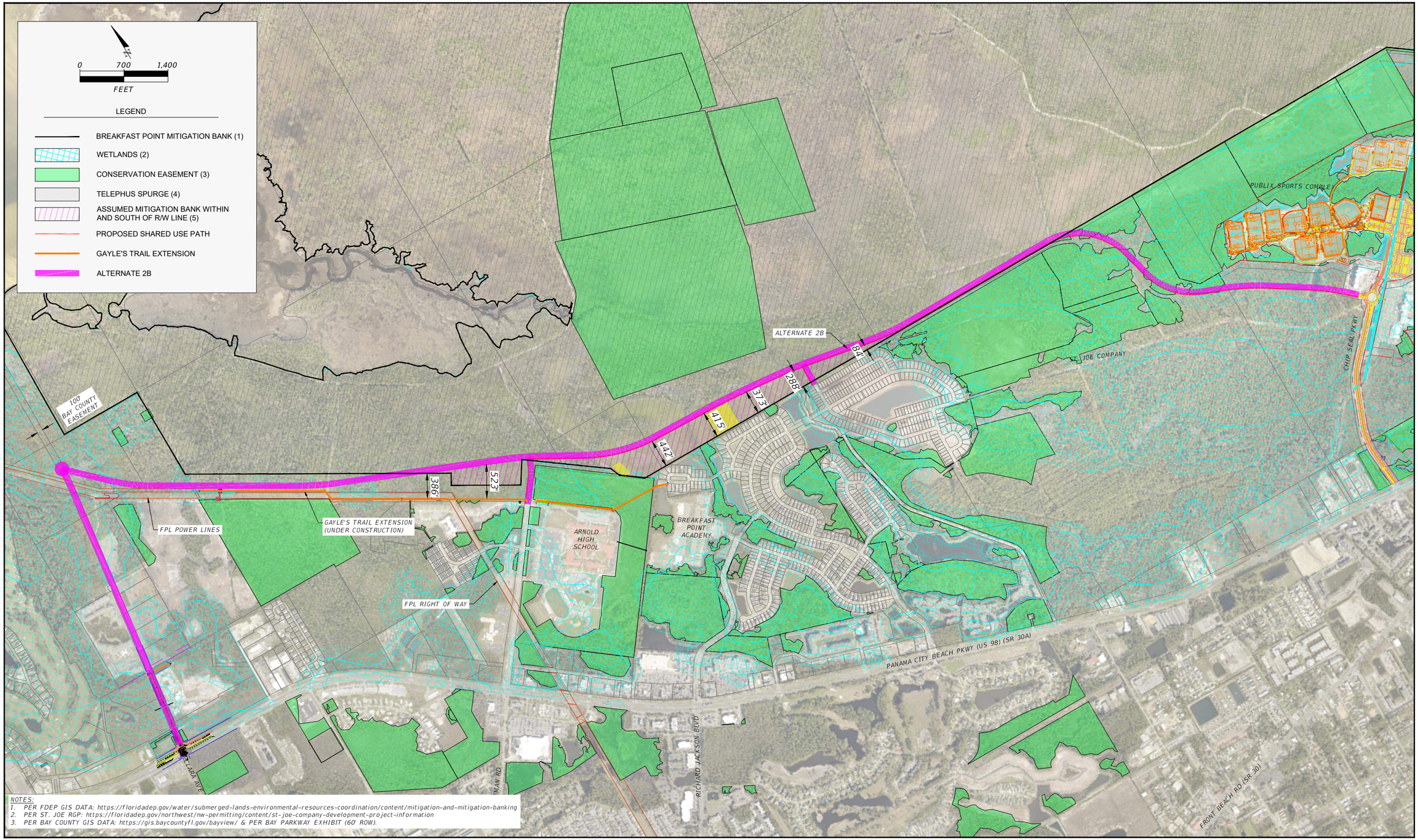
Bay County Board of County Commissioners
840 West 11th Street, Suite 200
Panama City, FL 32401

Philip Griffitts Sr. Parkway Phase III

PROJECT EXHIBIT - ALTERNATE 1B

"Northern Option" Alternative

1"
IF THIS LINE DOES NOT MEASURE ONE INCH IN LENGTH, THE SCALES ON THIS DRAWING ARE NOT VALID.



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PROJECT EXHIBIT - ALTERNATE 2B

"Center Alignment" Alternative

1"

IF THIS LINE DOES NOT MEASURE ONE INCH IN LENGTH, THE SCALES ON THIS DRAWING ARE NOT VALID.