

Compliance with the law...

This information meeting is being held in accordance with the Federal-Aid Highway Act of 1968, as amended, 23 USC 128, 40 CFR 1500-1508, 23 CFR 771; Section 339.155, Florida Statute; Title VI of the Civil Rights Act of 1964 and Related Statutes, Executive Order 11988, Floodplain Management, and Executive Order 11990, Protection of Wetlands. This public information meeting was advertised consistent with federal and state requirements and is being conducted consistent with the Americans with Disabilities Act of 1990. This information meeting is being held to give all interested persons the right to understand the project and comment on their concerns. **Public participation at this meeting is encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability or family status.** Persons wishing to express concerns about compliance with Title VI of the Civil Rights Act of 1964 may do so by contacting: Florida Department of Transportation District Three Title VI Coordinator, John Smith; 1074 Highway 90; Chipley, FL 32428; (850) 415-9520; john.smith@dot.state.fl.us; or the Florida Department of Transportation Statewide Title VI Administrator; Charlotte Thomas; Equal Opportunity Office; 605 Suwannee Street, MS 65; Tallahassee, FL 32399; (850) 414-4753; charlotte.thomas@dot.state.fl.us.

What is next?...

Following this public information meeting, FDOT will consider all comments in the project design. The project is not yet funded for construction. Right-of-way acquisition will be initiated in phases as funding becomes available.

Public Comment

Comments must be received no later than Friday, April 20, 2012.

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Florida Department of Transportation

Financial Project Number: 217875-2-52-01

Tuesday, April 10, 2012 -
Florida National Guard Armory | 3121 Lisenby Avenue
Panama City, FL 32405
5:00 - 6:00 p.m. (CDT)

The Florida Department of Transportation (FDOT) is currently designing the widening of S.R. 390 (St. Andrews Boulevard) from S.R. 368 (23rd Street) to County Road (C.R.) 2312 (Baldwin Road) in Panama City, Florida. The project length is approximately 2.5 miles.

The proposed action is to widen S.R. 390 from two to six lanes as explained in this brochure. Currently, this project is not funded for construction.

This public information meeting allows interested persons an opportunity to review and comment on the design.



Written comments may be submitted at this meeting or sent by mail and must be received no later than Friday, April 20, 2012. Additional information on how to submit comments is at the end of this brochure.

Production Process...

Planning

Identifies long range transportation goals; Conducts work program meetings with local governments

Right-of-Way

Acquires the needed property; Provides relocation assistance; Conducts demolition of structures.

(Project Development & Environment (PD&E) Study)
Documents the need for the project; Develops alternatives to meet the need; Evaluates environmental impacts; Considers input from the public.

Design

Surveys land; Prepares construction plans; Identifies right-of-way needs.

WE ARE HERE

Construction

Oversees project construction; Conducts inspection of materials.

Maintenance

Maintains facility throughout its design life: lighting, pavement, roadsides, spills, signs, etc.

Need for Action...

The purpose of the project is to provide needed **capacity and safety improvements** to address deficiencies related to existing and future traffic congestion, and crash history. The primary objectives are to increase capacity to accommodate existing and future traffic volumes, and to minimize the costs and environmental impacts of improvements.

Level of Service...

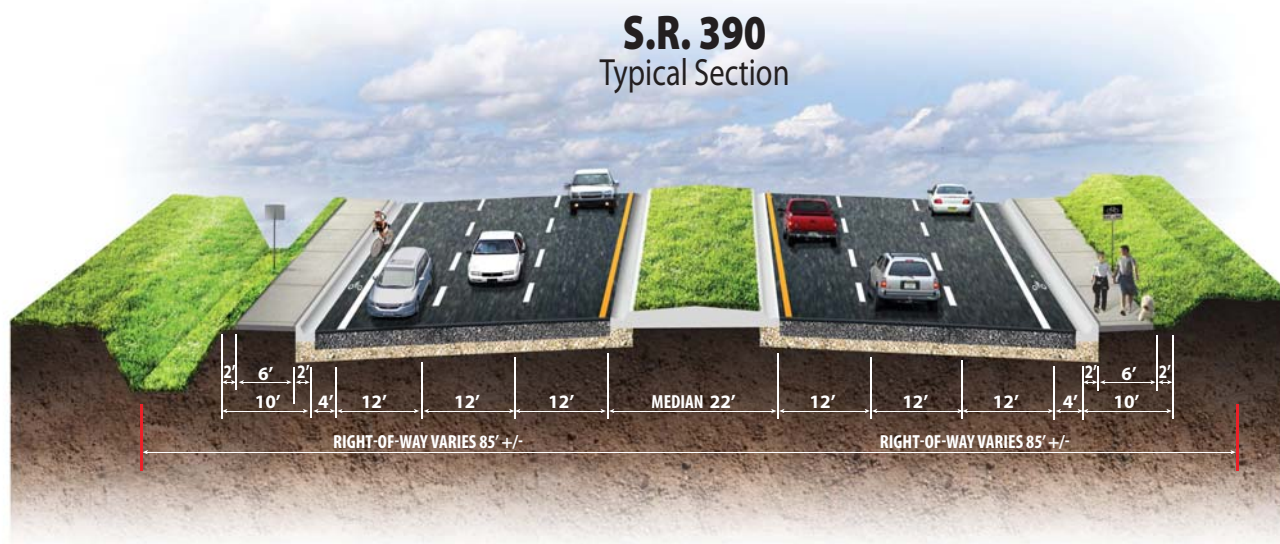
Level of Service (LOS) is a measure to describe the effectiveness of transportation infrastructure. A LOS rating is determined by factors such as speed, travel time, and vehicle delay at intersections. A letter is assigned to a specific range of operation with "A" providing the most desirable level of traffic operations, and "F" providing the least desirable level of operations. A project must achieve a LOS C in the design year to be eligible for federal funding. The design year for this project is 2035.

During the PD&E phase of this project, it was projected that the existing roadway would experience a Level of Service (LOS) F by the design year. A four lane typical would improve the LOS, but not to the required LOS C. The six lane typical section as proposed would improve the operation of the roadway to LOS B in the design year.

Proposed Typical...

The proposed typical section (shown below) for S.R. 390 is a six lane urban typical section featuring 12-foot travel lanes, four-foot bike lanes, six-foot sidewalks and a 22-foot median. The project includes construction of four stormwater ponds and drainage improvements.

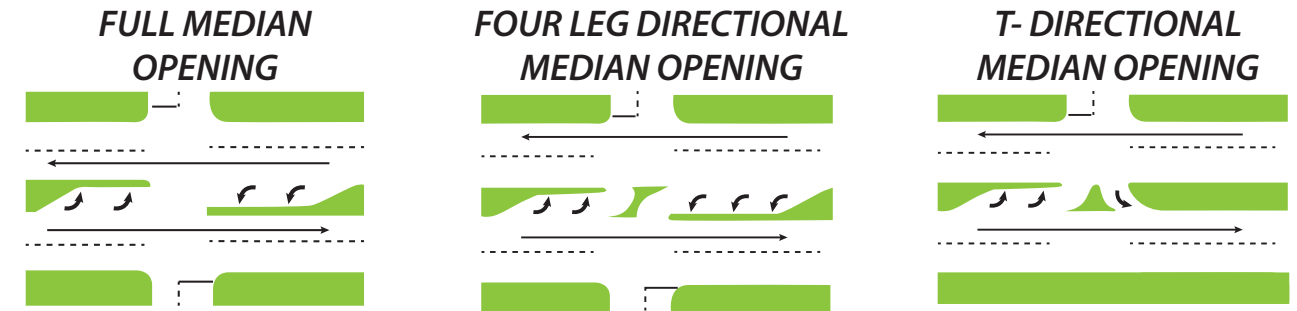
The Right-of-way required for this typical section is typically 160 feet wide. The existing right-of-way is 100 feet wide. The widening varies along both of the roadway as determined from the Project Development and Environment (PD&E) Study completed in 2002.



Access Management...

For the safety and efficiency of multi-lane highways, the Florida Department of Transportation has established guidelines concerning the spacing and types of median openings on divided highway facilities. These Access Management Standards increase safety by reducing the drivers' decisions and also increase the efficiency of the roadway by reducing the number of conflict points with through traffic.

S.R. 390 is being designed as an Access Class 5 Facility. This means that full median openings are allowed every 1,320 feet (1/4 of a mile) and directional median openings are allowed every 660 feet (1/8 of a mile). The graphic below illustrates full and directional median openings.



In order to be compliant with the access management standards, and maintain a high level of connectivity with the surrounding roadway network, the project began by placing full median openings at the existing signalized intersections. Once this framework was established, median openings were added as the criteria allowed, at the other locations as shown in the graphic.

