Chapter 4
Project Identification
Chapter 4 | Project Identification

Project Identification and Screening

Following the Needs Assessment phase, a multi-step approach was used to select the transportation investment projects to be incorporated in the updated Master Plan. The approach and steps taken to identify the projects are described in the following sections.

Step 1 | Address Needs Assessment Findings

A preliminary list of projects was developed based on the findings of the Needs Assessment phase. The project team started by identifying projects from the plans reviewed during the Needs Assessment that met the needs of the region (discussed in Chapter 3) and the values of the NFTCA outlined in Chapter 1. Plans reviewed included:

- Transportation Planning Organization / Agency (TPO/TPA) Long-Range Transportation Plans (LRTPs),
- TPO/TPA Congestion Management Plans,
- West Florida and Apalachee Regional Planning Council Plans,
- Florida Department of Transportation Plans,
- City and County Comprehensive Plans, Sector Plans, and Redevelopment Plans,
- Project Development and Environment Studies,
- Resource Agency Plans (such as the Water Management District),
- Developments of Regional Impact, Sector Plans, and other plans for major developments;
- Economic Development Plans, and
- Studies and master plans related to the region’s airports, port facilities, railroads and military bases.

New projects that may have not been included in a previous plan but met the needs and added value to the region were also included in the preliminary list of projects.

Step 2 | Stakeholder Consensus

The project team conducted follow-up meetings with stakeholders after the first series of stakeholder workshops to gather input on the preliminary list of projects and to identify additional projects for consideration in the Master Plan. All travel modes were given consideration including highway, rail, transit and port-related improvements. A total of 47 projects were preliminarily identified. The outreach effort involved more than 50 meetings with various stakeholders including the FDOT, TPOs/TPAs, various municipalities and counties, Chambers of Commerce, Economic Development Councils, military planning staff, port authorities, airport authorities, business owners and environmental organizations.

The preliminary list of projects was presented at a second series of stakeholder workshops held in July 2012. Several projects were screened out and limits of others were refined and/or modified. During the workshops, stakeholders came to a consensus on several items including the following:

1. The Master Plan should not include projects that are fully funded by FDOT or others, even though a project may meet the future transportation needs (Including US 331, Pensacola Bay Bridge, SR 79 and I-10/Avalon Boulevard). The premise of the 2013 Master Plan is to help determine where future investments in the infrastructure need to be made and therefore should not consider improvements where funds have been fully committed.

2. For the purpose of the Evaluation of Benefits phase, the team should first consider project specific costs generated by FDOT prior to considering costs depicted in the LRTPs or project –related studies.

3. Project benefits should be evaluated over a 30-year timeframe.

At the conclusion of the second stakeholder workshop, stakeholders agreed on 36 projects that should be included in the 2013 Master Plan (amended June 2016). Of the 36 projects (Project 30 was removed during the June 2016 update), 14 are new facilities, 20 involve increasing capacity on existing roadways, and two are multi-modal projects. The 36 projects are shown in Exhibit 4-1, and listed in Exhibit 4-2. Exhibit 4-2 lists the name of the project, type of improvement, beginning and end limits, project length, county where the project is located, estimated cost of the project, source of the cost estimate, whether or not the project is located in the Cost Feasible Plan (CFP) or the Needs Plan (NP), the project phase shown in the CFP or NP, and whether or not the project is listed in the currently adopted NFTCA Master Plan.

Second Stakeholder Workshop

On July 10th and 11th of 2012, the second of three workshops was held to review and comment on the preliminary list of projects that were identified towards addressing regional needs. Projects identified in Escambia, Santa Rosa, Okaloosa and Walton County were discussed at the workshop in Navarre on July 10th and projects in Bay, Gulf, Franklin and Wakulla County were discussed at the workshop in Panama City on July 11th. In addition to discussing the transportation investment projects to be evaluated as part of the next phase of the Master Plan update, the following elements were also reviewed and discussed:

- Methodological framework and benefit categories to be estimated;
- Key assumptions common to all projects; and
- Data specific to each project, including existing and future traffic and projected costs.

The workshop participants reviewed the preliminary list of projects and discussed parameters that guide the evaluation and prioritization of investments. Attendees present at the meetings included representatives from the NFTCA board, Capital Region TPA, Okaloosa County, FDOT, University of West Florida Haas Center, Okaloosa-Walton TPO, Santa Rosa County, West Florida Regional Planning Council, Pensacola Chamber of Commerce, Eglin Air Force Base and Hurlburt Field.

Projects are identified numerically from west to east. The following briefly describes the project types (refer to Chapter 5 for details on the project evaluation results).

- Capacity Projects – Of the 20 projects that involve increasing the capacity of an existing facility, 13 projects involve widening an existing two-lane facility to four lanes, one project involves widening an existing two-lane facility to six lanes, three projects involve widening an existing four-lane facility to six lanes, two projects involve interchange/intersection improvements (Projects 31 and 32), and one project involves the replacement of an existing bridge (Project 33).
Chapter 4 | Project Identification

Exhibit 4-1: Project Summary Map
### Exhibit 4-2: Projects Summary (1 of 2)

<table>
<thead>
<tr>
<th>ID</th>
<th>Project (from west to east)</th>
<th>Improvement Type</th>
<th>Limits</th>
<th>County</th>
<th>Project Length (miles)</th>
<th>Estimated Cost</th>
<th>Source of Estimate</th>
<th>In Needs Plan / Cost Feasible Plan</th>
<th>Level in CFP</th>
<th>In Current Master Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 292 (Segment 1)</td>
<td>Widening 2 to 4 Lanes</td>
<td>Alabama State Line to Innerarity Point Road</td>
<td>Escambia</td>
<td>7.0</td>
<td>$96,851,600</td>
<td>FATPO</td>
<td>CFP</td>
<td>CONST</td>
<td>No</td>
</tr>
<tr>
<td>2</td>
<td>SR 292 (Segment 2)</td>
<td>Widening 2 to 4 Lanes</td>
<td>Innerarity Point Road to Blue Angel Parkway (SR 173)</td>
<td>Escambia</td>
<td>5.1</td>
<td>$84,279,962</td>
<td>FATPO</td>
<td>CFP</td>
<td>CONST</td>
<td>No</td>
</tr>
<tr>
<td>3</td>
<td>SR 292 (Gulf Beach Highway)</td>
<td>Widening 2 to 4 Lanes</td>
<td>Blue Angel Parkway to SR 295 (Navy Blvd)</td>
<td>Escambia</td>
<td>5.2</td>
<td>$57,780,364</td>
<td>FATPO</td>
<td>CFP</td>
<td>PD&amp;E</td>
<td>No</td>
</tr>
<tr>
<td>4</td>
<td>Blue Angel Parkway (SR 173) South</td>
<td>Widening 2 to 4 Lanes</td>
<td>SR 292 to North of US 98</td>
<td>Escambia</td>
<td>3.6</td>
<td>$55,879,050</td>
<td>FATPO</td>
<td>CFP</td>
<td>CONST</td>
<td>No</td>
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<tr>
<td>5</td>
<td>Blue Angel Parkway (SR 173) North</td>
<td>Widening 2 to 4 Lanes</td>
<td>North of US 98 to Pine Forest/Longleaf Drive</td>
<td>Escambia</td>
<td>6.8</td>
<td>$77,057,713</td>
<td>FATPO</td>
<td>CFP</td>
<td>CONST</td>
<td>Yes</td>
</tr>
<tr>
<td>6</td>
<td>Pinestead-Longleaf Connector</td>
<td>New 4-lane Minor Arterial</td>
<td>Pine Forest Rd to Pensacola Blvd (US 29)</td>
<td>Escambia</td>
<td>2.9</td>
<td>$26,529,174</td>
<td>FATPO</td>
<td>CFP</td>
<td>CONST</td>
<td>No</td>
</tr>
<tr>
<td>7</td>
<td>US 29 Connector (Beulah Beltway)</td>
<td>New 4-lane Principal Arterial</td>
<td>Nine Mile Road (US 90) to US 29</td>
<td>Escambia</td>
<td>8.7</td>
<td>$130,000,000*</td>
<td>FDOT</td>
<td>CFP</td>
<td>PD&amp;E</td>
<td>Yes</td>
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<tr>
<td>8</td>
<td>North Pensacola Beltway</td>
<td>New 4-lane Principal Arterial</td>
<td>SR 87 Connector to US 29 Connector</td>
<td>Escambia</td>
<td>18.1</td>
<td>$608,850,414</td>
<td>FATPO</td>
<td>NP</td>
<td>Yes</td>
<td></td>
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<tr>
<td>9</td>
<td>SR 87 Connector</td>
<td>New 4-lane Principal Arterial</td>
<td>SR 87 South to SR 87 North</td>
<td>Santa Rosa</td>
<td>6.9</td>
<td>$178,916,247</td>
<td>FATPO</td>
<td>CFP</td>
<td>PD&amp;E</td>
<td>Yes</td>
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<tr>
<td>10</td>
<td>SR 87 South</td>
<td>Widening 2 to 4 Lanes</td>
<td>S Eglin Boundary to Hickory Hammock Rd (CR 184)</td>
<td>Santa Rosa</td>
<td>9.5</td>
<td>$45,843,000*</td>
<td>FDOT</td>
<td>NP</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>SR 87 North</td>
<td>Widening 2 to 4 Lanes</td>
<td>End of Clear Creek Bridge to Alabama State Line</td>
<td>Santa Rosa</td>
<td>20.9</td>
<td>$479,583,000</td>
<td>FDOT</td>
<td>CFP</td>
<td>PD&amp;E</td>
<td>No</td>
</tr>
<tr>
<td>12</td>
<td>US 98 BRT</td>
<td>New Bus Rapid Transit Facilities</td>
<td>Downtown Pensacola to Hurlburt</td>
<td>Escambia</td>
<td>33.4</td>
<td>$3,625,000</td>
<td>FATPO</td>
<td>CFP</td>
<td>CONST</td>
<td>No</td>
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<tr>
<td>14</td>
<td>Navarre Bypass</td>
<td>New 2-lane Principal Arterial</td>
<td>SR 87 to Hurlburt</td>
<td>Santa Rosa</td>
<td>13.0</td>
<td>$585,000,000</td>
<td>Santa Rosa / Okaloosa</td>
<td>$195,000,000</td>
<td>Tumpike</td>
<td>NP</td>
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<tr>
<td>15</td>
<td>Fort Walton Beach/Niceville Bypass</td>
<td>New 2-lane Principal Arterial</td>
<td>Hurlburt to Airport Connector/SR 123</td>
<td>Okaloosa</td>
<td>13.5</td>
<td>$50,000,000</td>
<td>Tumpike</td>
<td>NP</td>
<td>Yes</td>
<td></td>
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<tr>
<td>16</td>
<td>Airport Connector</td>
<td>New 4-lane Principal Arterial</td>
<td>SR 123 to Mid Bay Bridge Extension</td>
<td>Okaloosa</td>
<td>5.2</td>
<td>$111,137,369</td>
<td>Okaloosa</td>
<td>$95,300,000</td>
<td>PD&amp;E</td>
<td>ROW</td>
</tr>
</tbody>
</table>

*Note: On January 31, 2013, the FDOT Secretary committed funds to Projects 7, 10, 29, 31 (fully funded) and 34. These commitments are reflected in the estimated project costs. Project 31 is included in the Master Plan to reflect stakeholder input but was not subjected to an evaluation of benefits because it is fully funded through construction by FDOT.*

---

**New Roadway**

**Additional Lanes**

**Other**
### Exhibit 4-2: Projects Summary (2 of 2)

<table>
<thead>
<tr>
<th>ID</th>
<th>Project (from west to east)</th>
<th>Improvement Type</th>
<th>Limits</th>
<th>Project Length (miles)</th>
<th>County</th>
<th>Estimated Cost</th>
<th>Source of Estimate</th>
<th>Included in Needs Plan / Cost Feasible Plan</th>
<th>Level in CFP</th>
<th>In Current Master Plan</th>
</tr>
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<tbody>
<tr>
<td>19</td>
<td>Destin Cross Town Connector</td>
<td>New 4-lane Minor Arterial</td>
<td>Benning Drive to Main Street</td>
<td>1.7</td>
<td>Okaloosa</td>
<td>$6,689,000</td>
<td>City of Destin</td>
<td>CFP</td>
<td>CONST</td>
<td>No</td>
</tr>
<tr>
<td>20</td>
<td>US 98 - Airport Road (CR 30F) to CR 30A West</td>
<td>Widening 4 to 6 Lanes</td>
<td>Airport Road (CR 30F) to CR 30A West</td>
<td>11.6</td>
<td>Okaloosa / Walton</td>
<td>$262,006,000</td>
<td>FDOT</td>
<td>CFP</td>
<td>ROW</td>
<td>Yes</td>
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<tr>
<td>21</td>
<td>West Bay Parkway (Segment 1)</td>
<td>New 2-lane Minor Arterial</td>
<td>US 98 to SR 79</td>
<td>13.2</td>
<td>Bay</td>
<td>$75,000,000</td>
<td>HDR</td>
<td>No</td>
<td>Yes</td>
<td></td>
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<tr>
<td>22</td>
<td>CR 388 (Segment 1)</td>
<td>Widening 2 to 4 Lanes / Realignment</td>
<td>SR 79 to Airport (West Bay)</td>
<td>4.2</td>
<td>Bay</td>
<td>$248,458,289 includes both segments</td>
<td>FDOT</td>
<td>CFP</td>
<td>DESIGN</td>
<td>Yes</td>
</tr>
<tr>
<td>23</td>
<td>CR 388 (Segment 2)</td>
<td>Widening 2 to 4 Lanes / Realignment</td>
<td>Airport (West Bay) to SR 77</td>
<td>8.2</td>
<td>Bay</td>
<td></td>
<td>FDOT</td>
<td>CFP</td>
<td>DESIGN</td>
<td>Yes</td>
</tr>
<tr>
<td>24</td>
<td>CR 388 East Extension</td>
<td>Widening/New 4-lane Minor Arterial</td>
<td>SR 77@CR 388 to Camp Flowers Rd</td>
<td>15.0</td>
<td>Bay / Gulf</td>
<td>$191,471,000</td>
<td>HDR</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Gulf Coast Parkway (Option 1)</td>
<td>New 4-lane Minor Arterial</td>
<td>US 231 (@Camp Flowers Rd) to US 98</td>
<td>31.7</td>
<td>Bay / Gulf</td>
<td>$370,000,000</td>
<td>PD&amp;E</td>
<td>NP</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Gulf Coast Parkway (Option 2)</td>
<td>New 4-lane Minor Arterial</td>
<td>US 231 (@Star Avenue) to US 98</td>
<td>33.3</td>
<td>Bay / Gulf</td>
<td>$422,200,000</td>
<td>FDOT</td>
<td>NP (TynPkwy-SR22 in CFP)</td>
<td>DESIGN</td>
<td>Yes</td>
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<tr>
<td>27</td>
<td>Gulf to Bay Highway (Segments 2 &amp; 3)</td>
<td>New 2-lane Minor Arterial</td>
<td>US 98 to US 98 (Mexico Bch)</td>
<td>4.2</td>
<td>Bay / Gulf</td>
<td>$49,868,271</td>
<td>BCTPO</td>
<td>NP</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>SR 79 North</td>
<td>Widening 2 to 4 Lanes</td>
<td>I-10 to Alabama State Line</td>
<td>16.3</td>
<td>Washington County</td>
<td>$77,200,000</td>
<td>FDOT</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>SR 77</td>
<td>Widening 2 to 4 Lanes</td>
<td>Bay/Washington County Line to N of Blue Lake Road</td>
<td>23.5</td>
<td>Bay / Washington</td>
<td>$177,832,553*</td>
<td>FDOT</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>SR 390 (PROJECT REMOVED DURING JUNE 2016 UPDATE)</td>
<td>Widening 2 to 6 Lanes</td>
<td>23rd Street (SR 368) to Ohio Ave (SR 77)</td>
<td>5.0</td>
<td>Bay</td>
<td>$184,590,000</td>
<td>FDOT</td>
<td>CFP</td>
<td>DESIGN/ROW</td>
<td>No</td>
</tr>
<tr>
<td>31</td>
<td>US 98/23rd Street Interchange*</td>
<td>New Interchange</td>
<td>N/A</td>
<td>0.17</td>
<td>Bay</td>
<td>$91,183,000</td>
<td>FDOT</td>
<td>CFP</td>
<td>CONST</td>
<td>Yes</td>
</tr>
<tr>
<td>32</td>
<td>US 98/US 231 Interchange</td>
<td>New Interchange</td>
<td>US 98/US 231</td>
<td>0.6</td>
<td>Bay</td>
<td>$41,055,815</td>
<td>BCTPO</td>
<td>NP</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>33</td>
<td>CR 2297 Laird Bayou Bridge</td>
<td>2-lane Bridge Replacement</td>
<td>N/A</td>
<td>0.1</td>
<td>Bay</td>
<td>$5,000,000 - $6,000,000</td>
<td>Bay County EDA</td>
<td></td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>34</td>
<td>Port Improvements (AN Trestle, Bulkhead, Dredging)</td>
<td>Port Improvements</td>
<td>N/A</td>
<td>N/A Gulf / Franklin / Liberty</td>
<td>Port</td>
<td>$2,086,000</td>
<td>Port</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>US 319</td>
<td>Widening 2 to 4 Lanes</td>
<td>US 98 (Medart) to SR 61</td>
<td>19.2</td>
<td>Wakulla</td>
<td>$268,278,000</td>
<td>FDOT</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Bay County to Lower Alabama Future Corridor</td>
<td>New 4-lane Principal Arterial</td>
<td>Panama City to Dothan, Alabama</td>
<td>50.0</td>
<td>Bay / Washington / Jackson</td>
<td>N/A</td>
<td>N/A</td>
<td>NP</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

*Note: On January 31, 2013, the FDOT Secretary committed funds to Projects 7, 10, 29, 31 (fully funded) and 34. These commitments are reflected in the estimated project costs. Project 31 is included in the Master Plan to reflect stakeholder input but was not subjected to an evaluation of benefits because it is fully funded through construction by FDOT.
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- **New Facilities** – 14 new facilities are included on the project list. The majority of the new facilities are included in the LRTPs and have been previously studied and/or are currently under study, with the exception of Project 24. Project 24 would generally follow CR 388 and would provide a connection between SR 77 and the proposed eastern terminus of Gulf Coast Parkway at US 231. Gulf Coast Parkway is currently being studied by FDOT (as of May 2013) and various alternatives are being considered. For the purpose of the Master Plan, two of the alternatives are included (Project 25 and 26) as recommended by the area’s stakeholders.

- **Multi-modal Projects** – Two multi-modal improvements are included in the list of projects including a new Bus Rapid Transit corridor (Project 12) and various improvements at the Port of Port St. Joe (Project 34). Project 12 would provide a new Bus Rapid Transit facility from downtown Pensacola to Hurlburt Field. Project 34 would involve several improvements at the port to improve accessibility and marketability including trestle and bridge improvements to the AN Railroad, bulkhead improvements at the former Port St. Joe mill site, and deep draft channel improvements along St. Joseph Bay.

The final project listing and the preliminary analysis results were presented at a third series of stakeholder workshops held on December 6th and 7th, 2012 in Navarre and Panama City. A discussion of the results and third stakeholder workshop are discussed in Chapter 6.

**Step 3 | Data Collection**

Once the final projects were identified, project specific data were collected for use during the Evaluation of Benefits phase. Two key data elements collected included project costs and traffic data.

**Costs**

Exhibit 4-2 lists the source of the overall costs generated for each project and reflects the latest available information as of March 2013. Project specific costs were provided by FDOT when available. These costs are based upon additional studies and engineering and include the cost for design, right-of-way and construction. For projects where project specific information was not available, planning level costs from the LRTPs or consultant estimates were used. The planning level costs are based upon FDOT standard roadway lane-mile construction and unit costs for each improvement type (2012) and include estimates for Project Development and Environment (PD&E) studies, design, right-of-way, construction and construction inspection. In addition, structural bridge costs were estimated based upon the square feet of additional bridge deck added for widening existing bridges or construction of a parallel bridge structure.

The unit costs assumed for the planning level estimates are summarized in Exhibit 4-3. Although actual right-of-way impacts are not known at this early planning stage it is important to provide allowances for right-of-way costs which represent a major component of the overall project cost. Unique right-of-way estimates were generated for rural and urban areas to distinguish between areas where development impacts and condemnation may occur versus construction on vacant rural lands. Conversely, environmental mitigation costs were assumed higher on rural vacant lands where portions of the corridor may traverse wetlands or environmentally sensitive areas.

### Exhibit 4-3: Unit Costs for Planning Level Estimates

<table>
<thead>
<tr>
<th>IMPROVEMENT</th>
<th>RIGHT-OF-WAY</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way – Undeveloped Urban</td>
<td>$2,000,000 per Mile</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way – Dense Developed Urban</td>
<td>$13,000,000 per Mile</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way – New, Rural</td>
<td>$2,000,000 per Mile</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way – Rural</td>
<td>$1,000,000 per Mile</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way – Fully Developed Suburban</td>
<td>$4,000,000 per Mile</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CONSTRUCTION MATERIAL</td>
<td></td>
</tr>
<tr>
<td>New 4-Lane Limited Access</td>
<td>$8,874,542.76 per Mile</td>
<td></td>
</tr>
<tr>
<td>New 4-Lane Divided Arterial</td>
<td>$4,487,908.17 per Mile</td>
<td></td>
</tr>
<tr>
<td>Widening – 4 to 6 Lane Divided Arterial</td>
<td>$3,525,726.11 per Mile</td>
<td></td>
</tr>
<tr>
<td>Widening – 2 to 4 Lane Arterial Undivided</td>
<td>$2,029,401.25 per Mile</td>
<td></td>
</tr>
<tr>
<td>New Bridge (Concrete Deck/Prestressed Girder Simple Span)</td>
<td>$145/square foot</td>
<td></td>
</tr>
<tr>
<td>Intersection Improvements (i.e. extra pavement, earthwork, signs, striping)</td>
<td>$250,000 per Intersection Improvement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>OTHER</td>
<td></td>
</tr>
<tr>
<td>Construction Labor Cost</td>
<td>Equal to Material Cost</td>
<td></td>
</tr>
<tr>
<td>Planning and Design</td>
<td>10% Construction Cost</td>
<td></td>
</tr>
</tbody>
</table>
Traffic
Vehicle miles traveled (VMT) and vehicle hours traveled (VHT) were quantified for each project in the Master Plan, in order to assist in the evaluation of benefits.

The Northwest Florida Regional Planning Model (NWFRPM version 1.4.0.1), maintained by FDOT District Three, was utilized as the primary analysis tool. The NWFRPM is a daily travel demand model that utilizes the Florida Standard Urban Transportation Model Structure (FSUTMS) standards and is run in the Citilabs Cube software environment.

The starting point of the analysis was to execute the 2006 Base model, 2016 No-Build model (E+C network), and 2035 No-Build model (LRTP Cost Feasible network) so that the results can serve as the baseline for comparing the projects. Exhibit 4-4 summarizes the analysis results.

Subsequently, 31 projects were coded in the model for the years 2016 and 2035 and analyzed. Model runs were conducted for each project separately in order to assess the independent utility of each project from a VMT and VHT perspective. Systemwide VMT and VHT statistics are reported in Exhibit 4-5, acknowledging the fact that Traffic information for Project 33 was not analyzed because neither the VMT or VHT would be altered if the improvement was implemented.

*Note: Multi-modal projects (12 and 34), fully funded projects (31), and the Future Corridors project (36) were not subjected to the traffic analysis. Traffic information for Project 33 was not analyzed because neither the VMT or VHT would be altered if the improvement was implemented.