



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

- 1. Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- ☒ Local government (e.g., county, city, village, town, etc.).
- ☐ Regional transportation authority or transit agency.
- ☐ Natural resource or public land agency.
- ☐ School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.
- ☐ Recognized Tribal Government.
- ☐ Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).
- ☐ Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).
- ☐ FDOT (only by request of another eligible entity, then enter the requesting entity). If "checked", enter the requesting entity in the space provided.

- 2. Agency name of the applicant.**

Okaloosa County

- 3. Agency contact person's name and title.**

Roy Petrey, P.E., Engineering Manager

- 4. Agency contact person's telephone number and email address.**

850-689-5772, rpetrey@myokaloosa.com

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT's primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities "to undertake and satisfactorily complete the work" for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

● LAP Full Certification

Provide:

Approval Date: N/A and Expiration Date: N/A

Responsible Charge Name: Roy Petrey, P.E., Engineering Manager

LAP Project Specific Certification

Provide:

Approval Date: Project FM(s) Number:

Responsible Charge Name:

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring

Contact

Agency Name:

Name:

Address:

Phone:

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name:

Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** 4th Avenue Sidewalk Addition, Shalimar

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided.
☒ Yes No 2025, 2024, 2019- 4th Avenue Sidewalk Addition

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program.
 Yes ☒ No N/A

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it.
 Yes ☒ No N/A

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

Project Scope: The construction of a minimum 5' wide concrete pedestrian sidewalk along the North side of 4th Avenue from 2nd Street to 12th Street. Proposed project length 5,200 LF (0.98 miles). In order to achieve ADA Cross-slope compliance, milling will occur on roadway at all crossings as needed.

Expected Benefits will provide improved pedestrian access to Shalimar Community Park, nearby places of worship and nearby convenience store.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. Indicate the municipality(ies) of the project location.

Shalimar

2. Indicate the county(ies) of the project location.

Okaloosa

3. Roadway Classification

Yes ☐ No ☒ State roadway (on-system)

Yes ☐ No ☒ Federal roadway

☒ Yes ☐ No ☐ Local roadway (off-system)

4. Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].

4th Avenue

5. Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.

2nd Street (west termini)

6. Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.

12th Street (east termini)

7. Indicate the total project length, in miles and linear feet.

0.98 mi, 5200 LF

8. Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the trailway identification number, beginning and ending mile points.

Yes ☐ No ☒ N/A

9. Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project? If not, select "no" and indicate N/A in the space provided. If so, select "yes", and briefly explain.

Yes ☐ No ☒ N/A

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

- **A. Infrastructure.** If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal. As applicable, complete infrastructure eligible text fields.

- **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field.

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field.

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field.

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field.

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If "yes", list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field.

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow FDOT Context-Based Solutions). If "yes", list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field.

Recreational Trails Program (Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)). If "yes", list the parks / recreational areas within the project limits, or indicate N/A in the text field.

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If "yes", list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided.

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If "yes", list the eligible activity or indicate N/A in the space provided.

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

- ☐ Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.
- ☐ Workforce development, training and education activities that are eligible uses of TA funds.
- ☐ **SRTS projects, codified as 23 U.S.C. 208.** This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided.

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

- | | |
|---|--|
| <input type="checkbox"/> Number of walk or bicycle audits. | <input type="checkbox"/> Number of after school programs receiving pedestrian / bicycle safety instruction / education. |
| <input type="checkbox"/> Number of bicycle skills / safety classes. | <input type="checkbox"/> Number of bicycle rodeos. |
| <input type="checkbox"/> Number of pedestrian skills / safety classes. | <input type="checkbox"/> Number of pedestrian safety skills events. |
| <input type="checkbox"/> Number of community demonstration projects. | |
| <input type="checkbox"/> Number of community encouragement activities. | |
| <input type="checkbox"/> Number of community challenges. | <input type="checkbox"/> Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers). |
| <input type="checkbox"/> Number of community workshops / stakeholder meetings. | <input type="checkbox"/> Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers). |
| <input type="checkbox"/> Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education. | <input type="checkbox"/> Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.). |
| <input type="checkbox"/> Number of school assemblies receiving pedestrian / bicycle safety instruction / education. | |
| <input type="checkbox"/> Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.). | |

PART 6 – AREA CONDITIONS



Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

- ☐ Non-Urban Area with a population of 5,000 or less
- ☒ Urban Area with a population greater than 5,000 but no more than 50,000
- ☐ Urban Area with a population greater than 50,000 but no more than 200,000
- ☐ Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the MPO in the space provided.

- ☒ Yes ☐ No Okaloosa- Walton TPO

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the TMA in the space provided.

- ☒ Yes ☐ No Navarre, Miramar Beach, Destin

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select "no", and indicate N/A in the space provided. If so, select "yes" and indicate the REDI / RAO in the space provided.

- ☐ Yes ☒ No N/A

5. Indicate the United States Congressional District number(s) of the project location.

District 4- 3 Okaloosa-Walton TPO

6. Will the project address transportation access by improving conditions and / or address solutions by providing mobility improvements for disadvantaged groups, underserved communities, and / or non-drivers (e.g., children, older adults, those with limited / restricted transportation options, people with health conditions or impairments, or vulnerable road users)? If not, select "no" and indicate N/A in the space provided. If so, select "yes" and briefly explain how the project improves conditions (e.g., community access point(s) and destinations the project benefits, free or reduced-priced school meals, and how SRTS projects benefit the students, etc.).

- ☐ Yes ☒ No N/A

7. Are there transit stops / shelters / support facilities within the project limits? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the identification number.

- ☐ Yes ☒ No N/A

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

- ☐ Yes ☒ No

** Metropolitan / Transportation Planning Organization / Agency (MPO)*

Part 6 - Area Conditions continued...

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes ☒ No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption.

☒ Yes ☐ No Okaloosa County Comprehensive Plan (2009)

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided.

☒ Yes ☐ No Okaloosa BOCC Resolution No. 26-14

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If "yes", provide meeting information, including the date and type of advisory board meeting, and the input received. If "no", indicate N/A in the space provided.

Yes ☒ No ☐ N/A

3. Was there an advertised public meeting to discuss the project? If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided.

Yes ☒ No ☐ N/A

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If "yes", briefly explain. If "no", indicate N/A in the space provided.

Yes ☒ No ☐ N/A

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY



Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption.

Yes ☒ No Objective 3.4 of Okaloosa County's Comprehensive Plan, MPO TA Priority 3

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?

Yes ☒ No

2. Does the project involve state-owned conservation lands? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity.

Yes ☒ No N/A

3. Does a railway facility exist within 1,000 feet of the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility.

Yes ☒ No N/A

4. Does the project physically cross a railway facility? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing's railway identification number, and beginning and ending mile points.

Yes ☒ No N/A

5. Would the project provide lighting at locations with nighttime crashes? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided.

Yes ☒ No N/A

6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided.

Yes ☒ No N/A

Part 9 - Environmental Conditions continued...

7. Is an Environmental Assessment for the project complete? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided.

Yes ☒ No

8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown".

Yes No ☒ Unknown

9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown".

Yes No ☒ Unknown

10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided.

Yes ☒ No Shalimar Community Park (Ball Field)

11. Are there any navigable waterways adjacent to or within the project boundary? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways.

Yes ☒ No N/A

12. Are there any wetlands within or adjacent to the project limits? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project.

Yes ☒ No N/A

13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".

Yes ☒ No Unknown N/A

14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".

Yes ☒ No Unknown N/A

15. Are there any noise-sensitive areas near the project area? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown"

☒ Yes No Unknown Shalimar Baptist Church 17 4th Ave & The Church at Shalimar 1 Old Ferry Rd.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes ☒ No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status and briefly describe in the space provided.

☒ No design plans 30% design plans 60% design plans 90% design plans

Other:

3. If design is at 100 percent, indicate the date of the plans. Then, briefly describe in the space provided.

To date, design has not be completed. This application includes design services for the project.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

PART 11 – OWNERSHIP / ROW STATUS



Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?

Yes ☒ No

2. Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.

Right-of-way on this project is owned by Okaloosa County Board of County Commissioners by way of plat dedication.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS

SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable).
- 2) As applicable, letter from local agency budget office committing local funds to the project.

*** Note: Applications for NI Projects to skip to page 15.***

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs (\$)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-TA/ Local Funds (\$)	Other (\$)	
Planning Development (Corridor or Feasibility)								\$ 0.00
PD&E								\$ 0.00
Preliminary Engineering / Design (PE)	✓			\$ 116,000.00				\$ 116,000.00
Environmental Assessment (associated with PE)								\$ 0.00
Permits (associated with PE)								\$ 0.00
ROW								\$ 0.00
Construction	✓			\$ 1,157,000.00				\$ 1,157,000.00
CEI	✓			\$ 81,000.00				\$ 81,000.00
Other costs (describe)								\$ 0.00
Total Infrastructure Project Cost Estimate								\$ 1,354,000.00

Part 12 - Project Implementation and Costs continued...



*** Note: applications for infrastructure projects do not need to fill out this page***

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services	
(List titles and totals in first boxes below)	
In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	\$ 0.00

RESOURCES

FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Programs Manual:

<https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Context-Based Solutions

<https://www.fdot.gov/roadway/context-based-solutions>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: 4th Avenue Sidewalk Addition, Shalimar

LOCATION: 4th Avenue, Shalimar


PROJECT LIMITS: (from south or west limit) Meigs Drive, Shalimar

(to north or east limit) 12th Street, Shalimar

By checking the box you agree to do the following:

- ☒ Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- ☒ Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- ☒ Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).
- ☒ Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- ☒ Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.



* Signature

John Hofstad

Name (please type or print)

Okaloosa County Administrator

Title



Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

4th Ave from Meigs Dr. to 12th St.				Opinion of Probable Cost		
ITEM NO.	PAY ITEM NO.	ITEM DESCRIPTION	UNIT	PLAN QUANTITY	UNIT PRICE	SOURCE
1	0101-1	MOBILIZATION	LS	1	\$ 97,000.00	\$ 97,000.00 (%)
2	0102-1	MAINTENANCE OF TRAFFIC	LS	1	\$ 97,000.00	\$ 97,000.00 (%)
3	0104-10-3	SEDIMENT BARRIER	LF	5400	\$ 3.64	\$ 19,656.00 A1
4	0110-1-1	CLEARING & GRUBBING	AC	1	\$ 21,399.79	\$ 21,399.79 A1
5	0110-7-1	MAILBOX, F&I SINGLE	EA	2	\$ 317.36	\$ 634.72 A1
6	0120-6	EMBANKMENT	CY	800	\$ 14.25	\$ 11,400.00 A1
7	0160-4	TYPE B STABILIZATION	SY	1000	\$ 13.40	\$ 13,400.00 A1
8	0327-70-8	MILLING EXISTING ASPHALT PAVEMENT, 2 1/2" AVG DEPTH	SY	360	\$ 3.53	\$ 1,270.80 S6
9	0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	70	\$ 523.70	\$ 36,659.00 A1
10	0522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	4200	\$ 121.94	\$ 512,148.00 A1
11	0522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	1000	\$ 162.03	\$ 162,030.00 A1
12	0527-2	DETECTABLE WARNINGS	SF	220	\$ 30.93	\$ 6,804.60 A1
13	0570-1-2	PERFORMANCE TURF, SOD	SY	3050	\$ 4.32	\$ 13,176.00 A1
14	0700-1-500	SINGLE COLUMN GROUND SIGN ASSEMBLY, RELOCATE	EA	5	\$ 130.49	\$ 652.45 A1
15	0711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	660	\$ 5.59	\$ 3,689.40 A1
16	0711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	165	\$ 10.08	\$ 1,663.20 A1
17	0430-174-148	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 48" SD	LF	60	\$ 768.05	\$ 46,083.00 EE
18	0430-175-148	PIPE CULVERT, OPT MATERIAL, ROUND, 48"S/CD	LF	20	\$ 732.76	\$ 14,655.20 A1
19	0430-984-141	MITERED END SECTION, OPTIONAL ROUND, 48" SD	EA	2	\$ 25,000.00	\$ 50,000.00 EE
20	0430-96	DRAINAGE PIPE REPAIR- CONCRETE COLLAR AT JOINT	EA	4	\$ 1,563.94	\$ 6,255.76 EE
21	0120-1	REGULAR EXCAVATION	CY	25	\$ 10.56	\$ 264.00 A1
22	0125-1	EXCAVATION FOR STRUCTURES	CY	60	\$ 250.00	\$ 15,000.00 S12
23	0530-3-4	RIPRAP, RUBBLE, F&I, DITCH LINING	TN	10	\$ 187.27	\$ 1,872.70 A1
24	0425-3-42	JUNCTION BOX, DRAINAGE	EA	2	\$ 12,000.00	\$ 24,000.00 EE
TOTAL PROJECT					\$ 1,156,714.62	

Unit costs are based on FDOT Historical Item Average Cost Reports:

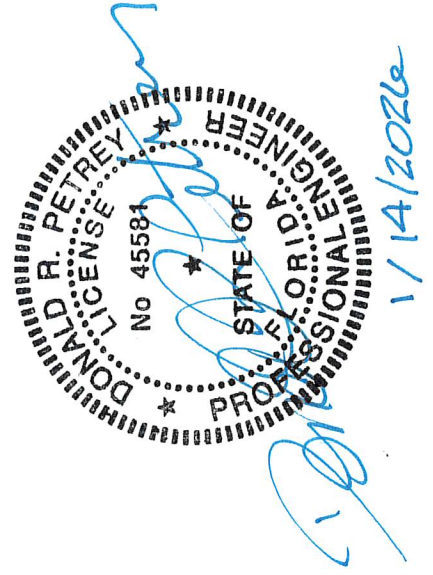
A1 - Market Area 01, Run Date: 11/24/2025

S6 - State Wide 6 Month, Run Date: 11/24/2025

S12 - State Wide 12 Month, Run Date: 11/24/2025

EE - Engineer's Estimate, FDOT reports were not representative of item unit cost.

Construction Cost:	\$ 1,157,000
Design Cost:	\$ 116,000
CEI Cost:	\$ 81,000
Total Cost:	\$ 1,354,000



RESOLUTION - 26-14

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA; AUTHORIZING AND APPROVING SUBMITTAL OF A GRANT APPLICATION FOR PARTICIPATION IN THE 4th AVENUE SIDEWALK ADDITION PROJECT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Okaloosa County Board of County Commissioners (hereinafter the "BOARD") has the authority to apply for and accept grants and make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended; and

WHEREAS, Florida Department of Transportation administers this federal funding, now known as the Transportation Alternatives Set-Aside program (TA). TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990; and

WHEREAS, the County has previously submitted applications with the Florida Department of Transportation regarding similar projects; and

WHEREAS, the Application for the grant is to perform the addition of a minimum 5' wide concrete pedestrian sidewalk along 4th avenue and 2nd street to 12th street. Proposed project length is 0.98 miles; and

WHEREAS, Florida Department of Transportation provides 80% of federal funding. The remaining 20% of funding will be derived from State of Florida funds and/or a local match such as Surtax; and

WHEREAS, to ensure that all documents pertaining to the grant application are timely executed, the Board of County Commissioners now desires to execute this Resolution authorizing the County Administrator to execute the Grant application, supporting documents, and assurances to the Florida Department of Transportation; and authorize Grants Administration to submit the application to the appropriate entity.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY AS FOLLOWS:

1. The above recitals are true and correct and are hereby incorporated by reference.
2. The County Administrator is hereby authorized to execute the Grant application, supporting documents, and assurances to the Florida Department of Transportation for the Transportation Alternatives Set-Aside program (TA) program for inclusion in the work program development cycle; and authorize Grants Administration to submit the application to the appropriate entity.
3. This Resolution is effective upon adoption and execution.

DULY PASSED AND ADOPTED THIS 6th DAY OF JANUARY, 2026.

**BOARD OF COUNTY COMMISSIONERS
OKALOOSA COUNTY, FLORIDA**

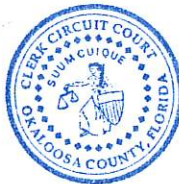
By: _____

Robert A. "Trey" Goodwin III, Chairman

ATTEST:

By: _____

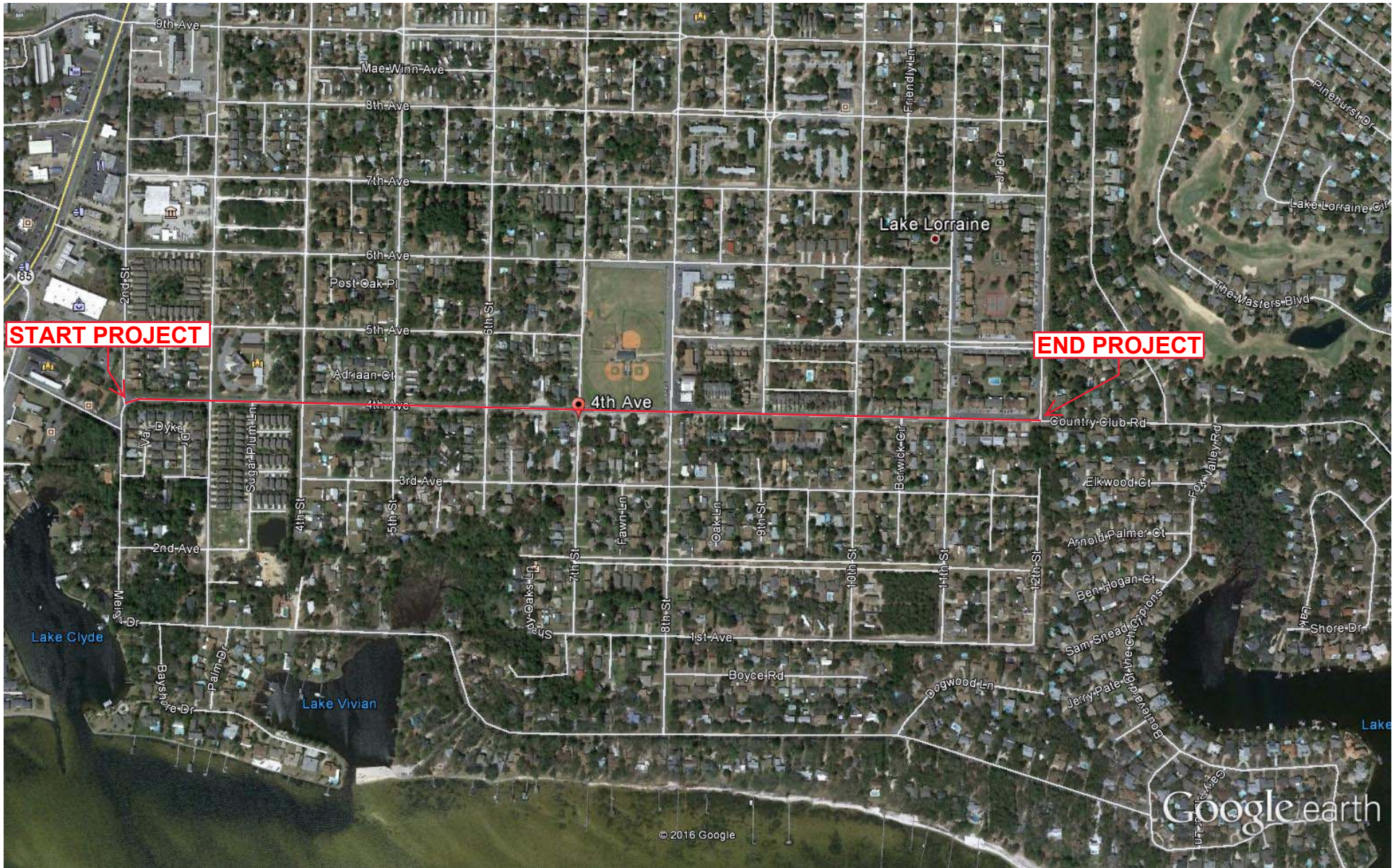
Brad E. Embry, Clerk

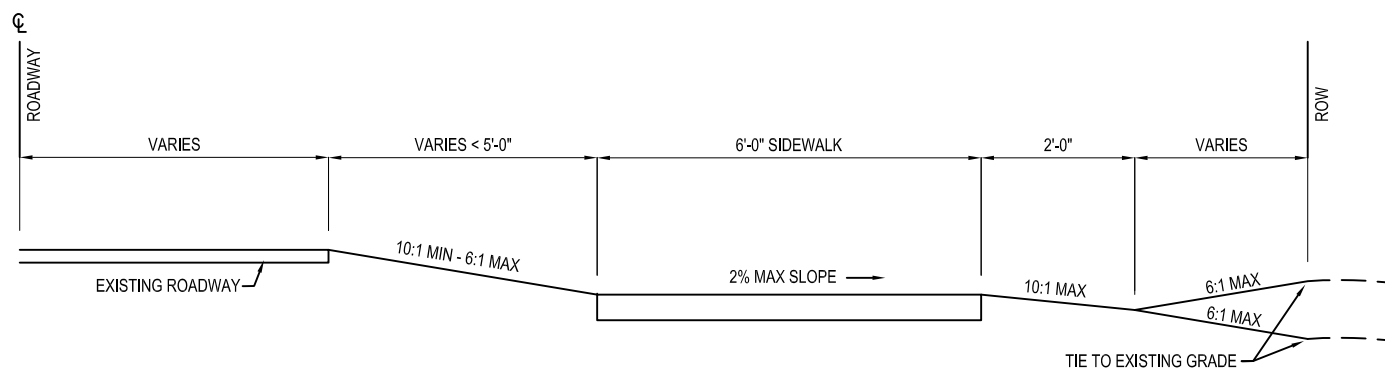


APPROVED AS TO FORM:

By: _____

Lynn M. Hoshihara
County Attorney





TYPICAL SIDEWALK SECTION
N.T.S.

OKALOOSA COUNTY ENGINEERING DEPARTMENT

1759 SOUTH FERDON BLVD. SCOTT BITTERMAN, P.E.
CRESTVIEW, FLORIDA 32536 P.E. NO. 80115
(850) 689-5772



ROAD NAME		PROJECT NUMBER	

TYPICAL SIDEWALK SECTIONS

SHEET
NO.

1

PORT DIXIE

IN SEC. 5 T.2 S. - R.23 W.

SCALE 1" = 150'

*This complete plot is compiled
on three sheets*



DEDICATION

State of Florida
County of Okaloosa

County of Okechobe. Know all men by these presents that Port DIXIE CORPORATION (assignee of and successors to: The DIXIE TOWN & LAND CO.) a corporation, incorporated under the laws of the State of Delaware, owners of the following described property to wit: Commencing at a point on the section line 18.5 ft. South of the northwest corner of Section 5, Township 2 South - Range 23 West of Tallahassee Meridian; thence South along section line 4720 ft.; thence east 5250 ft.; thence North 4720 ft.; thence West 5250 ft. to point of beginning, all in said Section 5 and as hereon subdivided, hereby dedicate to the use of the public, all the streets, alleys, parks or plaza as designated hereon, reserving unto ourselves and our heirs or assigns, all rights of reversion, should such streets - alleys or parks be vacated by the public in accordance with the law.

This plot is made as to site and form so as to comply with Chapter 10275 Acts of the State of Florida, but is identical as to lots, blocks, streets alleys, parks and measurements with plots filed for record Oct. 17th 1923, June 10th 1924 and July 3rd 1925, excepting, that plots as filed Oct. 17th 1923 and June 10th 1924 are hereon combined in one plot and the Block numbers on the filing of June 10th 1924 are hereon changed from 1 to 50 to read 101 to 150. Also, Blocks 1, 22, 23, 44, 45 and 56 on the plat recorded Oct. 17, 1923 have hereon been canceled.

In witness whereof, and by authority of the Board of Directors of said Corporation, we, the following officers of said Corporation do hereon set our hands and seals, this the 14th day of May, A.D. 1929.

Port DIXIE CORPORATION
Seal *R. H. Sellers*, President

Scol. William E. Bruce Secretary

Signed and Sealed in the presence of

Charles Moise.....witness

We hereby confirm the above dedication 66

Dixie Town & Land Co

by
Joe Moran President

Clifford J. Schwartz Secretary.

State of New York
County of New York

Before the subscriber personally appeared R. H. Sellers
President and William E. Bruce Secretary of Port Dixie Corporation,
to me known to be the persons described herein and who executed the foregoing
dedication and acknowledged the execution thereof to be their free act and
deed as such officers for the uses and purposes therein mentioned.
Witness my hand and official seal this 14 day of May, AD 1922.

Charles Moise... Notary Public, N.Y. County No. 46

My commission expires March 30, 1930

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this plat has been presented to the Board of County Commissioners of Okaloosa County, Florida and approved by them for record on this the 18th day of May A.D. 1929.

Attest. *Allen J. Carr* Clerk of the Board. Signed. *D. E. Hilton* Chairman

CERTIFICATE OF THE CLERK OF THE CIRCUIT COURT

I hereby certify that I have examined the above plat and found it to conform in form to all requirements of Chapter 10275 of the Laws of the State of Florida and the same has been filed for record in PLAT BOOK No. 2012, PAGE 64, Records of Okaloosa County, Florida, this the 18th day of May, A.D. 1929.

Signed: Alfred Carr

Clerk of the Circuit Court

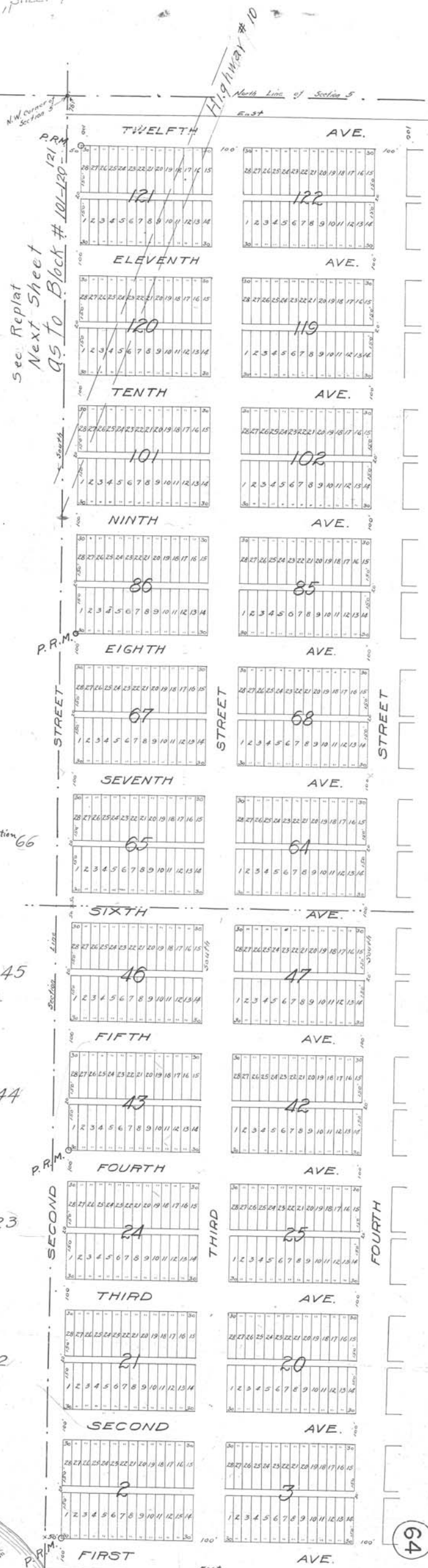
SURVEYOR'S CERTIFICATE

I hereby certify that this plat is a correct representation of the land surveyed and that Permanent Reference Monuments have been placed on the land as indicated hereon (by "PRM") and as required by Chapter 10275 of the Laws of the State of Florida, U.S.A.

Signed Ad. Keller

Engineer

SHEET No. 1

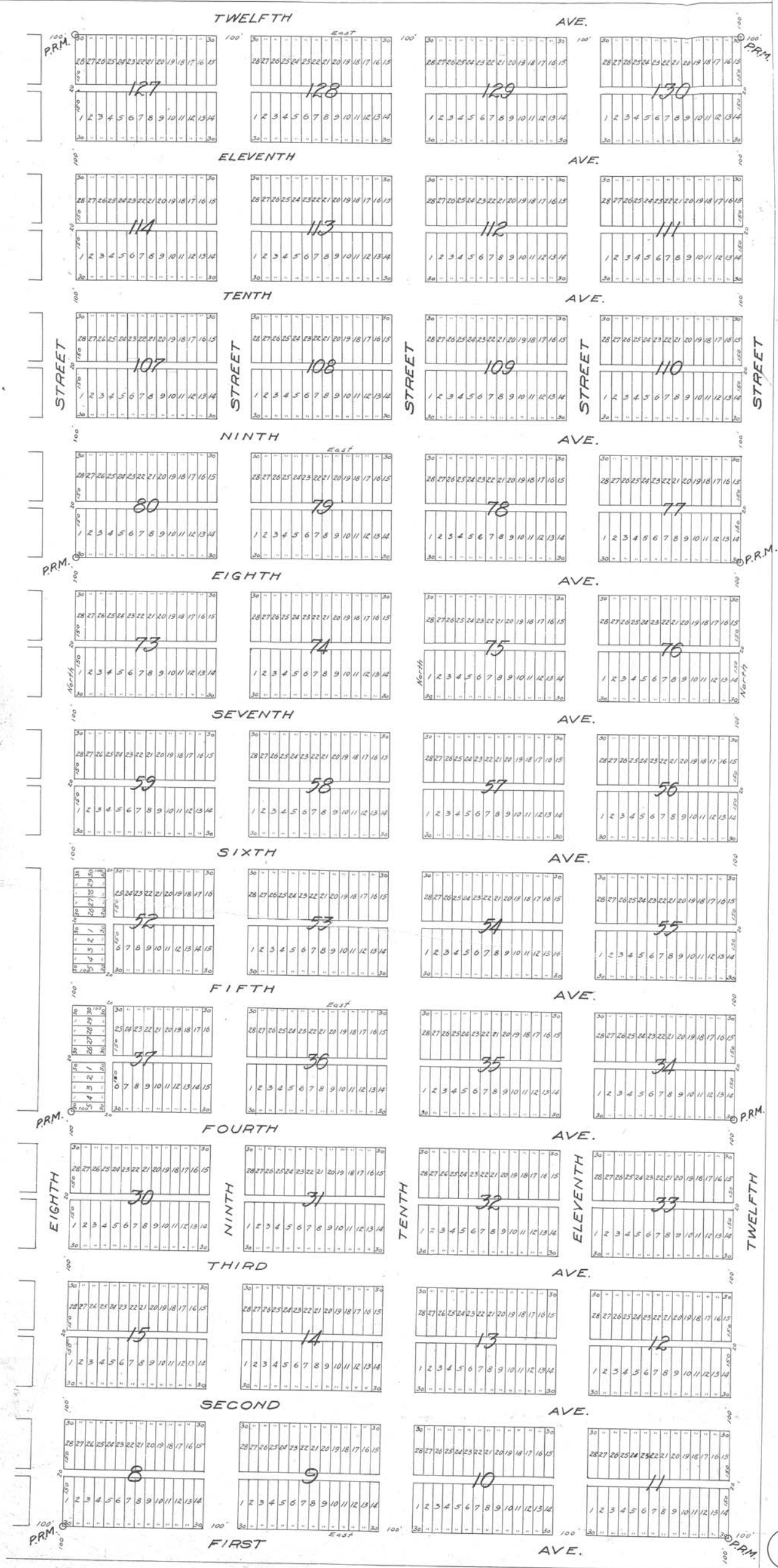


APKastler, Eyr
MAY 13 1920



TOWNSITE OF
PORT DIXIE
OKMULGEE COUNTY - FLORIDA
SHEET No. 2

PORT DIXIE
SHEET 2
1-65



PORT DIXIE SHEET 3
1-66

TOWNSITE OF
PORT DIXIE
OKALOOSA COUNTY - FLORIDA
SHEET No. 3

66

A.P. K&S & Co. Inc.
May 1st 1929

SCALE 1" = 150'
NOTE

*This complete plot is compiled
on three sheets*



DEDICATION

State of Florida
County of Okaloosa

County of Okaloosa - Know all men by these presents that Port DIXIE CORPORATION (assignee of and successors to The DIXIE TOWN & LAND Co.) a corporation, incorporated under the laws of the State of Delaware, owners of the following described property to wit; Commencing at a point on the section line 18.5 ft. South of the northwest corner of Section 5, Township 2 South - Range 23 West of Tallahassee Meridian; thence South along section line 4720 ft.; thence east 5250 ft.; thence North 4720 ft.; thence West 5250 ft. to point of beginning, all in said Section 5 and as hereon subdivided, hereby dedicate to the use of the public, all the streets, alleys, parks or plaza as designated hereon, reserving unto ourselves and our heirs or assigns, all rights of reversion, should such streets - alleys or parks be vacated by the public in accordance with the law.

This plat is made as to size and form so as to comply with Chapter 10215 Acts of the State of Florida, but is identical as to lots, blocks, streets, alleys, parks and measurements with plats filed for record Oct. 17th 1923, June 10th 1924 and July 3rd 1925, excepting; that plats as filed Oct. 17th 1923 and June 10th 1924 are hereon combined in one plat and the Block numbers on the filing of June 10th 1924 are hereon changed from 1 to 50 to read 101 to 150. Also, Blocks 1, 22, 23, 44, 45 and 66 on the plat recorded Oct. 17, 1923 have hereon been canceled.

In witness whereof, and by authority of the Board of Directors of said Corporation, we, the following officers of said Corporation do hereon set our hands and seals, this the 14th day of May, A.D. 1929.

Seal *Port DIXIE CORPORATION*
Seal *P. H. Sellers, President*
Seal *William E. Bruce, Secretary*

Signed and sealed in the presence of
Charles Maize witness
James R. Keefe witness

We hereby confirm the above dedication 66
 Dixie Town & Land Co
 by Joe Moran President
Chapman J. Schwartz Secretary.

State of New York ss
County of New York

Before the subscriber personally appeared R. H. Sellers
President and William E. Bruce Secretary of Port Dixie Corporation,
to me known to be the persons described herein and who executed the foregoing
dedication and acknowledged the execution thereof to be their free act and
deed as such officers, for the uses and purposes therein mentioned.
Witness my hand and official Seal this 14 day of May A.D. 1924

Charles Moise... Notary Public, N.Y. County No. 44
My commission expires March 30, 1930

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this plat has been presented to the Board of County Commissioners of Okaloosa County, Florida and approved by them for record on this the 18th day of May, A.D. 1929.

Attest. *Allen J. Carr* Clerk of the Board. Signed. *D. E. Hilton* Chairman

CERTIFICATE OF THE CLERK OF THE CIRCUIT COURT

I hereby certify that I have examined the above plat and found it to conform in form to all requirements of Chapter 10215 of the Laws of the State of Florida and the same has been filed for record in PLAT BOOK No. 010... PAGE... 62... Records of Okaloosa County, Florida, this the 16th day of May, A.D. 1929.

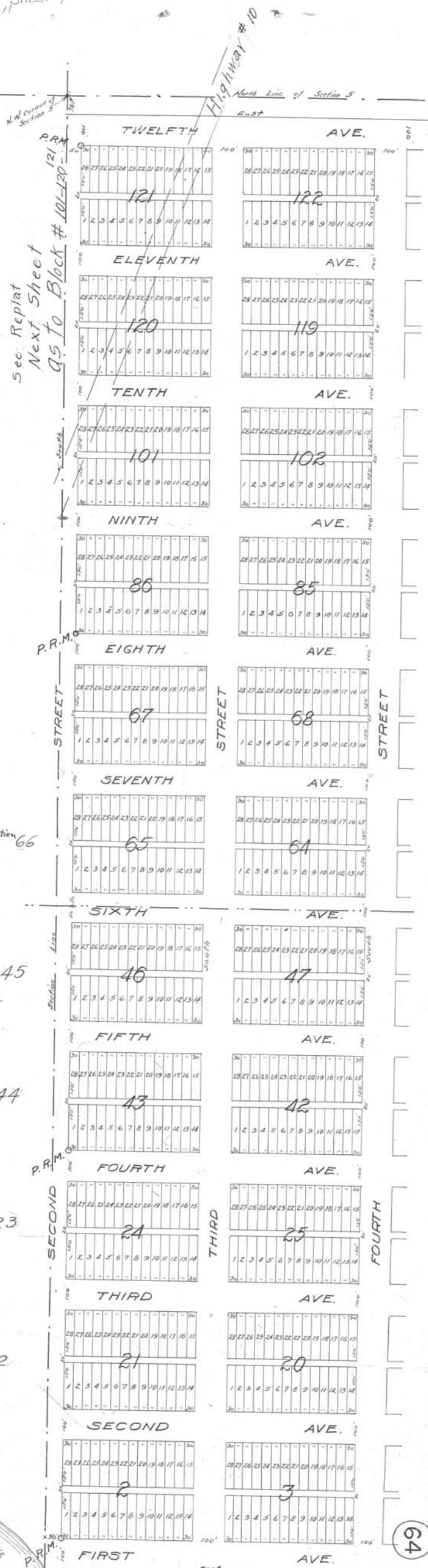
Signed: Alfred C. Carr
Clerk of the Circuit Court

SURVEYOR'S CERTIFICATE

I hereby certify that this plat is a correct representation of the land surveyed and that Permanent Reference Monuments have been placed on the land as indicated hereon (by "PRM") and as required by Chapter 10275 of the Laws of the State of Florida, U.S.A.

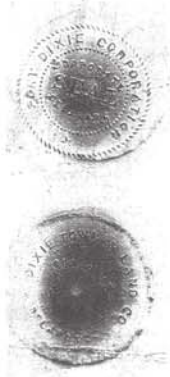
Signed: W. J. Butler
Engineer

SHEET No. 1





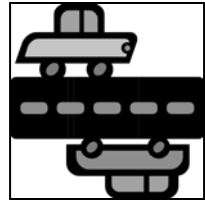
OKFUSKA COUNTY
SHEET 2
1-65

PORT DIXIE SHEET 3
1-66

A.P. Kostikov, engr.
May 1st 1929



Comprehensive Plan 2009



2.2 TRANSPORTATION

Goal 1: Provide a safe, economic and efficient transportation system that maximizes the mobility of people and goods.

Objective 1.1 *Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.*

Policy 1.1.1 Continue to participate in the Okaloosa – Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element.

Policy 1.1.2 Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

Objective 1.2 *Establish operation and maintenance responsibility, functional classifications, and level of service standards for roads and highways within the County.*

Policy 1.2.1 Level of Service (LOS) Standards for state roadways are hereby established as shown on Table 2.2.1.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.
2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.1
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
SR 4	Santa Rosa County line to US 90	Minor Arterial	Undivided	Rural Undev.	2	D
I-10	Santa Rosa County line to SR 85	Principal Arterial	Divided	Rural Undev.	4	B
I-10	SR 85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B
US 90	Santa Rosa Co. line to SR 4	Minor Arterial	Undivided	Rural Undev.	2	C
US 90	SR 4 to MPA boundary	Minor Arterial	Undivided	Rural Dev.	2	C
US 90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided	Transitioning	2	C
US 90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	D
US 90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Dev.	2	C
SR 20	Rocky Bayou Br. to White Point Rd.	Principal Arterial	Divided	Urbanized	4	E
SR 20	White Point Rd. to Walton Co. line	Principal Arterial	Undivided	Urbanized	2	D
US 98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided	Urbanized	4	E
US 98	Eastern leg SR 85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	D
US 98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	D
US 98	CR 2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	D
SR 85	Racetrack Rd. to 12 th Ave.	Principal Arterial	Divided	Urbanized	6	D
SR 85	12 th Ave. to SR 189	Principal Arterial	Divided	Urbanized	4	D
SR 85	SR 123 to SR 190	Principal Arterial	Divided	Urbanized	4	D
SR 85	College Blvd. to Antioch Rd.	Principal Arterial	Divided	Transitioning	4	C
SR 85	Antioch Rd. to I-10	Principal Arterial	Divided	Transitioning	4	C
SR 85	Old Bethel/Airport Rd. to 2-lane	Principal Arterial	Divided	Transitioning	4	C
SR 85	Begin 2-lane to Senterfitt Rd.	Principal Arterial	Undivided	Transitioning	2	C
SR 85	Senterfitt Rd. to Walton Co. line	Principal Arterial	Undivided	Rural Undev.	2	C
SR 189	Mooney Rd. to SR 85	Minor Arterial	Divided	Urbanized	4	D
SR 189	SR 4 to Alabama State line	Minor Arterial	Undivided	Rural Undev.	2	C

Transportation 2.2.2

**TABLE 2.2.1 (Cont.)
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
SR 189	SR 4 to Alabama state line	Minor Arterial	Undivided	Rural Undev.	2	C
SR 285	College Blvd. to Walton Co. line	Minor Arterial	Undivided	Transitioning	2	D
SR 293	US 98 to Mid-Bay Bridge S. approach	Minor Arterial	Divided	Urbanized	4	E
SR 293	Mid-Bay Bridge S. approach to SR 20	Minor Arterial	Undivided	Urbanized	2	E
SR 123	SR 85 to SR 85	Principal Arterial	Undivided	Transitioning	2	D

Policy 1.2.2 Level of Service Standards for county roadways are hereby established as shown on Table 2.2.2.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) counts.
2. For concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

**TABLE 2.2.2
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
CR 189/Log Lake Rd.	US 90 to I-10	Collector	Undivided	Rural	2	D
CR 189/Galliver Cut-Off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./ Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Dev.	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban	2	D

Transportation **2.2.3**

**TABLE 2.2.2 (Cont.)
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
Hollywood Boulevard	Mary Esther Cut-Off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr. Blvd.	Hill St. to Green Acres Rd.	Collector	Divided	Urban	4	E
Hurlburt Road	MLK Jr. Blvd. to Beal Pkwy	Collector	Divided/ Undivided	Urban	5/4	E
North Beal Extension	Beal Pkwy to Wright Landfill\	Collector	Undivided	Urban	2	E
Carmel Drive	MLK Jr. Blvd. to Beal Pkwy	Collector	Undivided	Urban	2	E
Lewis St/Mayflower Av/ South Av	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
CR 190 (College Blvd E)	SR 85 to Forest Rd	Collector	Undivided	Urban	2	E
CR 190 (College Blvd W)	SR 85 to SR 85	Collector	Undivided	Urban	2	E
Rocky Bayou Drive	SR 20 to Forest Rd.	Collector	Undivided	Urban	2	E
Forest Road	Rocky Bayou Dr to SR 285	Collector	Undivided	Urban	2	E
Commons Drive	Two Trees Rd to Kelly Plantation Dr	Collector	Undivided/ Divided	Urban	2	D
Commons Drive	Kelly Plantation Dr to Matthew Blvd	Collector	Undivided	Urban	2	D
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

Policy 1.2.3 Constrained and Backlogged Roadways: Constrained Roadways are defined as “roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.” (1998 FDOT LOS Handbook). Backlogged Roadways are defined as “roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction

in the first three years of FDOT's adopted work program or the five-year schedule of improvements contained in a local government's capital improvements element, and not constrained." (1998 FDOT LOS Handbook).

Policy 1.2.4 A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6.a.-c., Florida Administrative Code, shall not be subject to the concurrency requirements of Chapter 4, Policy Document.

Objective 1.3 *Give the highest priority to transportation improvements that will relieve existing traffic congestion.*

Policy 1.3.1 Coordinate with the Okaloosa – Walton TPO in the development of the Traffic Operations Project Priorities for the five-year Transportation Improvement Program.

Policy 1.3.2 Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.

Policy 1.3.3 Prior to approving new road construction projects to add capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as:

- a. Intersection improvements;
- b. Synchronization of traffic signals;
- c. Traffic calming measures;
- d. Installation of auxiliary lanes;
- e. Redesign or realignment of roadways; and
- f. Multi-modal systems

Policy 1.3.4 No plan amendment or rezoning shall be approved which increases the residential density or nonresidential intensity for properties fronting upon roadways identified as "congested segments" in the TPO August 2008 "Congestion Management Process Plan" unless it can be demonstrated that a clearly defined public benefit will result. These roadways include the following segments.

1. P.J. Adams Parkway/Antioch Road from SR 85 to US 90.
-

Objective 1.4 *Minimize accidents, including automobile/ pedestrian/ bicycle conflicts, by emphasizing safety features and by developing a multi-modal and intermodal transportation system.*

Transportation **2.2.5**

Policy 1.4.1 Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds.

Policy 1.4.2 Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets.

Objective 1.5 *Provide for adequate emergency evacuation by providing alternative evacuation routes and adequate highway capacity on evacuation routes and by mitigation measures adopted in the Okaloosa County Local Mitigation Strategy.*

Policy 1.5.1 Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

Objective 1.6 *Support Florida Intrastate Highway System (FIHS) and aviation transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions.*

Policy 1.6.1 Participate in implementation of Okaloosa – Walton TPO strategies to facilitate local traffic use of alternatives to the FIHS to protect its interregional and intrastate functions.

Policy 1.6.2 Coordinate with the TPO in conducting feasibility studies for an aviation port for specific intermodal transportation as it relates to air cargo, surface transportation (trucking), and railway corridor connections.

Policy 1.6.3 The County shall seek all possible federal and state funds to prepare and implement updated airport master plans.

Policy 1.6.4 **Reserved.**

Policy 1.6.5 Initiatives will be pursued to acquire property adjacent to all airports using federal and state grants and local funding in order to enhance the airports' primary approach surfaces and prevent encroachment into the airport enterprise operational areas. The primary focus will include the runway clear zones and FAR PART 150 noise

Transportation **2.2.6**

contours that enhance airworthiness, safety of approaches, airport facilities and safety of persons on the ground. Special consideration and entitlement funding will be appropriated for compatible business opportunities that are directly aviation-related businesses as approved by the Board of County Commissioners.

Policy 1.6.6 Reserved.

Policy 1.6.7 The County will continue to operate the three airports as an enterprise fund using federal and state grants consistent with local enterprise funds, user fees, and passenger facilities charges (PFCs). Beyond the year 2018, and as approved by the Board of County Commissioners, a tax revenue generation base should be considered if it is determined that an expanded airport system with Intermodal capabilities is necessary.

Policy 1.6.8 The County shall protect airport facilities from encroachment of incompatible land uses through appropriate land development regulations that provide for the protection of the clear zones and the attenuation of noise impacts through construction standards and code enforcement. Federal Aviation Administration (FAA) aeronautical studies and a determination of no hazard to navigation must be issued for all tall structures located within the vicinity of airports. Applications and plans for all proposed tall structures within Okaloosa County will be reviewed by the Okaloosa County Aviation Committee to determine compatibility with aviation facilities. The Okaloosa County Planning Commission shall recommend and the BCC shall grant final approval.

Objective 1.7 *Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.*

Policy 1.7.1 Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Fort Walton Beach MPO, the FDOT 5-Year Transportation Plan, and the Continuing Florida Aviation System Plan (CFAST) to ensure that future transportation access needs of the County's airport facilities are met.

Policy 1.7.2 Promote the implementation of the Ft. Walton Beach Urbanized Area MPO 2020 Plan as it relates to roadway improvements improving access to major attractors in Okaloosa County, including airports and other related public transportation facilities.

Policy 1.7.3 Ensure that the Five Year Transit Development Plan includes strategies to

Transportation **2.2.7**

address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

Goal 2: Provide an energy efficient transportation system.

Objective 2.1 *Reduce energy consumption by recommending transportation system improvements such as traffic calming measures that lessen the need for stop signs and traffic signals and result in less vehicle idling, a major contributor to air pollution and wasted fuel.*

Policy 2.1.1 Promote design of subdivision street systems that incorporates multiple interior connections and relatively direct routes between major transportation arteries.

Policy 2.1.2 Promote the use of traffic calming measures that reduce the need for traffic signals.

Objective 2.2 *Reduce energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, High Occupancy Vehicles (HOV) lanes) or to reduce travel demand.*

Policy 2.2.1 Evaluate existing Park & Ride lot usage and review the recommendations in the WFRPC *West Florida Park & Ride Lot Planning Guide* in order to determine how to promote existing usage and where to establish new Park & Ride lots if analysis warrants the need for such facilities.

Policy 2.2.2 Coordinate with the Ride Share Program of the WFRPC to develop and maintain car/vanpool programs that serve area employers, especially those that employ more than 50 employees.

Policy 2.2.3 Coordinate with the Economic Development Council to support and promote commute trip reduction programs, telecommuting, electronic communications, variable work weeks and flextime.

Policy 2.2.4 Participate in the development of the Okaloosa – Walton TPO 2030 LRTP especially in support of travel demand management strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

Objective 2.3 *Reduce energy consumption by promoting measures to facilitate pedestrian and bicycle facilities into the design of transportation projects not on the Interstate System.*

Transportation **2.2.8**

Policy 2.3.1 Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate non-motorized transportation facilities, including, but not limited to, the installation of signage, striping of roadways, widening of roadways, installation of sidewalks, and wheelchair ramps at intersections.

Objective 2.4 *Reduce energy consumption by promoting use of alternative fuels (e.g., compressed natural gas).*

Policy 2.4.1 Monitor the use of alternative fuels at other public agencies with large fleets of vehicles and coordinate with Okaloosa Coordinated Transportation, Inc., private sector industries and other public agencies to consider the use of low and zero-emission vehicles by large fleet operators.

Goal 3: Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area.

Objective 3.1 *Minimize adverse impacts on the environment, natural and scenic views, and existing developments by balancing the location, design, construction and operation of the transportation system with environmental and existing development features.*

Policy 3.1.1 Design and build transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:

- a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;
- b. Appropriate paving materials, including intersection treatments;
- c. Appropriate styles of traffic control facilities; and
- d. Landscape materials that complement the character of the resources.

Policy 3.1.2 Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, bike lanes, installation of signage, and striping of roadways so as to accommodate non-motorized transportation facilities.

Policy 3.1.3 Development or expansion of aviation and related facilities shall be consistent with the Okaloosa County Airport Master Plan and the Future Land Use Map and balanced with sound business practices. All proposals for development or expansion of aviation and related facilities shall include findings that describe the consistency

Transportation **2.2.9**

between the proposed development and expansion with all elements of this ordinance. The County or its consultants may prepare the findings. In the event the findings are prepared by applicants not associated with the County, the findings must be approved by the County in advance of the issuance of any development permit or order.

Policy 3.1.4 All new or expanded airport facilities shall be constructed so as to consider and mitigate any impacted natural resources.

Objective 3.2 *Encourage accessible public transportation for the transportation disadvantaged through coordination of local social service transportation.*

Policy 3.2.1 Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider.

Policy 3.2.2 Coordinate plans for transportation-disadvantaged services with the development of the Five-Year Transit Development Plan as updates are completed.

Objective 3.3 *Enhance the urban area economic vitality by providing a transportation system that takes into consideration the needs of the business community and economic development strategies.*

Policy 3.3.1 All developments, including, but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, non-motorized transportation facilities and sufficient vehicular parking to accommodate the needs of the development.

Objective 3.4 *Improve the environmental and aesthetic features of the existing transportation system by developing TEA-21 enhancement projects, including but not limited to pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff and control of outdoor advertising.*

Policy 3.4.1 Conduct a study to identify potential ISTEAs enhancement projects and apply for the funds on an annual basis.

Goal 4: Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities.

Objective 4.1 *Minimize the need for construction of new highways through development of a Congestion Management System and identification of strategies to reduce travel demand, encourage alternative modes of travel and implement traffic operations improvements.*

Policy 4.1.1 Participate in the development of the Okaloosa – Walton TPO 2030 LRTP plan as it addresses establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

Policy 4.1.2 Participate in the development of the TPO 2030 plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety.

Policy 4.1.3 Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at all county offices on any commuter assistance programs, public transit, the coordinated transportation system program, and any bicycle/pedestrian programs endorsed by the County.

Objective 4.2 *Maintain and enhance the safety and efficiency of the arterial road system and minimize transportation conflicts associated with development by coordinating FDOT driveway permitting process, limiting development access to the transportation system and increasing interconnection between adjacent developments.*

Policy 4.2.1 Any time a development project requires installation of access ways at distances closer together than the number of feet approved by FDOT for the roadway, a system of service roads will be required to be installed by developers for new development along arterial roads and designated limited access highways within the County, consistent with FDOT access management policy.

Policy 4.2.2 The County shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and County access management policy.

Policy 4.2.3 Whenever possible require developments to provide direct vehicular and pedestrian connections to adjacent residential developments and/or service

Transportation **2.2.11**

commercial or institutional land uses to reduce the need for additional access onto collector and arterial streets.

Goal 5: Provide measures to relieve financial constraints on improvements to the transportation system.

Objective 5.1 *Obtain adequate funding for needed transportation improvements by encouraging greater state and federal participation and local adoption of measures to augment these revenue sources.*

Policy 5.1.1 Continue to levy a local option gas tax as a user fee and use the funding obtained to construct and maintain bridges and roads and associated transportation facilities.

Policy 5.1.2 Assist in the development of a Cost Feasible Plan that identifies sources of funding that can reasonably be expected to be available to implement the Okaloosa – Walton TPO 2030 LRTP and recommends additional funding sources for other needed improvements.

Objective 5.2 *Equitably distribute transportation costs by requiring applicable development projects to construct appropriate transportation improvements on the public road system based on the proportional impacts of the development.*

Policy 5.2.1 The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact.

Policy 5.2.2 Encourage or require where appropriate new residential subdivisions, depending on their relation to congested or deficient arterial roadways, to design an internal public street system that will implement other goals, objectives and policies adopted in the transportation element to mitigate further congestion on the arterial roadway system.

Objective 5.3 *Protect existing and future rights-of-way from building encroachment.*

Policy 5.3.1 It is hereby declared that the protection and preservation of certain roadway rights-of-way from building encroachment furthers a legitimate

Transportation **2.2.12**

governmental interest in the form of ensuring adequate right-of-way for future widening or improvement projects, protecting the public safety by ensuring that buildings do not become a hazard to either motorists or building occupants due to proximity to the roadway, and providing a means to accommodate future growth and development by ensuring adequate roadway and transportation corridors.

Policy 5.3.2 No portion of any building shall be constructed within an existing public roadway except for those buildings or structures which functionally must be located within a right-of-way (i.e. toll booth, weigh station, pedestrian overpass, etc.).

Policy 5.3.3 The following criteria shall be used when evaluating which roadways may be subject to right-of-way protection and preservation: 1) apply only to **existing** roadways and rights-of-ways; 2) the roadway must be identified for widening or improvement in the Okaloosa-Walton TPO 2030 Long Range Transportation Plan (LRTP); 3) insufficient right-of-way exists to accommodate the work program described in the LRTP, and; 4) the road segment must be relatively free of buildings already located within the right-of-way protection/preservation area.

Policy 5.3.4 When rights-of-way for future roadway improvements have been identified and scheduled for construction, such rights-of-way shall be preserved through acquisition of the properties involved, or in the manner prescribed at s. 336.02, F.S.

Goal 6: Provide a cooperative, continuing and comprehensive transportation process.
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Objective 6.1 *Achieve a coordinated area transportation system through a local, regional, state and national decision-making partnership.*

Policy 6.1.1 Coordinate the County's transportation planning process with the plans and programs of the Okaloosa – Walton TPO, the Florida DOT, the Northwest Florida Coast Resource Management and the West Florida Regional Planning Council *Strategic Regional Policy Plan*.

Policy 6.1.2 Continue to fund the County's fair share of the annual operating cost of the Okaloosa – Walton TPO and provide representatives to serve on the TPO and the various advisory committees created by the TPO.

Objective 6.2 *Ensure that the transportation system is supportive and compatible with growth management goals by coordinating the transportation plan with local, regional and state comprehensive plans.*

Policy 6.2.1 All land use decisions shall be consistent with Okaloosa County's Future Land Use Maps and the Traffic Circulation Maps.

Policy 6.2.2 The County Growth Management Director or designee shall review all plans and proposals for development or redevelopment within the County by using the Future Land Use Maps and the Future Traffic Circulation Maps adopted herein. The review shall include a determination of consistency with the maps. Note: The review is not limited to the map series but must include the map series.

Objective 6.3 *Ensure the transportation system chosen as the optimum design is user acceptable by taking into consideration local desires and preferences.*

Policy 6.3.1 Continue to promote a high level of citizen participation in the transportation planning process through an active TPO Citizen's Advisory Committee and public meetings.



Okaloosa County Public Works Department

SIDEWALK PROJECT – LETTER OF SUPPORT

PEDESTRIAN FACILITIES FROM 2ND ST. TO 12TH ST. ALONG 4TH AVE.

JAN 27 2025

Dear Citizen,

Due to pedestrian traffic and proximity to Shalimar Elementary School and Shalimar Community Park, Okaloosa County Public Works Department has selected **4TH Avenue** as a potential candidate to receive grant funding for the design and construction of a sidewalk from 2ND Street to 12TH Street.

PROJECT LOCATION



PROJECT INFORMATION

The proposed sidewalk along 4TH Avenue will be a minimum of 5 feet wide, will support future growth in the community and will improve the local connectivity to Shalimar Community Park, Shalimar Elementary School and nearby worship centers.

LETTER OF SUPPORT

Should you feel the 4TH Avenue sidewalk project would benefit your community, please describe the benefit by writing a letter of support using the provided document. The more letters of support that are submitted, the more likely the project will be funded by the granting agency.



Okaloosa County Public Works Department

SIDEWALK PROJECT – LETTER OF SUPPORT

PEDESTRIAN FACILITIES FROM START RD TO END RD ALONG PLACEHOLDER RD

Name:

JD KACOCK

Address:

1 OLD FERRY RD
STALMAR, FL 32579

I, JD KACOCK, support construction of sidewalks along 4TH

Avenue from 2ND Street to 12TH Street. Here is my statement:

ON BEHALF OF THE CHURCH AT STALMAR WE FULLY
SUPPORT THIS EFFORT. SAFE PEDESTRIAN TRAFFIC TO AND
FROM OUR CHURCH WOULD BE GREAT. 4TH AVE IS A
BUSY ROAD AND DEDICATED PEDESTRIAN SIDE WALKS
WOULD PROVIDE SAFETY & COMFORT TO THE MANY FOLKS
GOING TO THE CHURCHES & BUSINESS ALONG THE WAY FROM
THE NEIGHBORHOODS.

JD KACOCK, THE CHURCH AT STALMAR.

Printed Name

Signature



Board of County Commissioners

Robert A. "Trey" Goodwin, III Chairman (District 4)

State of Florida

January 6, 2026

Florida Department of Transportation – Transportation Alternatives Program

RE: Designation of Authorizing Official

To Whom It May Concern:

We are writing to inform the Florida Department of Transportation- Transportation Alternatives Program of the designation of John Hofstad, County Administrator, as the Authorizing Official for the FDOT – 4th Avenue Sidewalk Addition Transportation Alternatives Program Application.

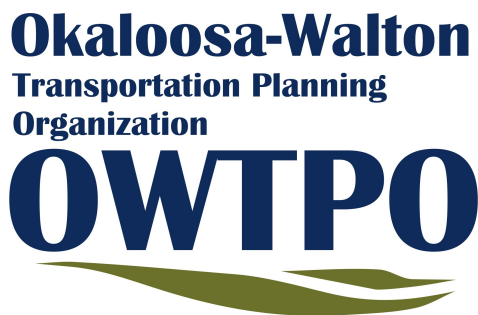
Please accept this as our formal designation as voted on by the Board of County Commissioners on this day.

Sincerely,

Robert A. "Trey" Goodwin III
Chairman, Board of County Commissioners

Transportation Alternatives Program

Project Scoring Criteria



Project Scoring Criteria Background

The Okaloosa-Walton Transportation Alternatives Program (TAP) Project Scoring Criteria has been written to assist the Okaloosa-Walton Transportation Planning Organization (TPO) with the review and ranking of the submitted TAP applications. The purpose of the Okaloosa-Walton TAP Project Scoring Criteria is to convey the Okaloosa-Walton TPO's evaluation criteria in a quantified and logically organized fashion. The Project Scoring Criteria has been designed to be used in conjunction with the Florida Department of Transportation (FDOT) TAP Application. This allows potential applicants and project sponsors to internally score and evaluate their projects prior to the final submission.

The Project Scoring Criteria addresses the state regulations, local considerations and generally supports the transportation goals of the Okaloosa-Walton TPO. The Project Scoring Criteria developed specific, quantifiable criteria that addresses each of the larger evaluation criterion. These criteria were selected and developed with a focus on the details while maintaining an understanding of the embedded Transportation Alternatives Program.

Project Scoring Criteria Requirements

The Transportation Alternatives Program (TAP) Project Scoring Criteria must be completed and submitted with the FDOT TAP Application to the TPO for project review and ranking.

General Guidelines for Supplemental Data

The Project Scoring Criteria is structured to enable the TAP application process at the Okaloosa-Walton TPO to be intuitive and easily interpreted for the applicant, the TPO staff, TPO Board and advisory committees. The Scoring Criteria is written with a focus to logically quantify physical attributes of the project, safety, connectivity, location efficiency, proximity to school, design quality, and environmental/archeological/historic preservation issues.

Supplemental data is requested and noted for certain criteria. Please note the following guidelines for supplemental data:

Supplemental data that includes mapping, document references, and quantitative data must be included as an attachment/addendum to the Project Scoring Criteria.

State Traffic Counts, Annual Average Daily Traffic (AADT) data must include the Florida Department of Transportation or Alabama Department of Transportation (ALDOT) County Code and Site Number.

Local Traffic Counts must include a brief summary of the methodology; this includes the machine type, axle detection, vehicle classifications, the dates and the times that the traffic was counted. A traffic count of 48 hours is the minimum that will be accepted.

References to planning documents must include the document title, year of adoption/publication and the section-chapter-page location of the referenced project. Where applicable, web site links to the referenced documents are encouraged.

When asked to provide a brief description of a claimed criterion, please limit the description to one short paragraph.

If a claimed criterion is mapped, please note that it is mapped in the Criterion Category.

Eligible Projects for the Transportation Alternatives Program:

TAP funds are available for specific project types. These project types are determined by FHWA, and generally include planning, design, or construction of projects previously eligible under the Safe Routes to School and Transportation Enhancements programs. Specific eligible project types include, but are not limited to:

- Provision of facilities for pedestrians and bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities;
- Preservation of abandoned railway corridors;
- Archaeological planning and research; and
- Environmental mitigation.

For a complete and detailed list of eligible project types, please reference FHWA's on-line guidance:

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

Who May Apply?

Eligible project sponsors are determined by the FHWA and should be LAP certified:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or State agency).

TPOs are not able to directly sponsor projects.

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	16
Criterion 2	Connectivity	20	9
Criterion 3	Location Efficiency	15	15
Criterion 4	Public Support	10	0
Criterion 5	Proximity to School	10	10
Criterion 6	Design Quality	10	2
Criterion 7	Environmental/Archeological Projects/ Historic Preservation	10	0
	Total Points Possible	100	52

Criterion 1: Safety - The project is scored for making significant safety improvements to the existing and proposed transportation network. Please submit crash data to verify your selection for crashes within the project area.

Crash data reports must use the Signal Four Analytics data. Please contact TPO staff if your application claims accidents that are not reported in the Signal Four database.

Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists. (select one)	Pts	
Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	1
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2	
High crash corridor = > 10 pedestrian/cyclist incidents from the past 5 years	3	

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. (select one)	Pts	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	
High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	

Safety Issue - <u>Provide brief descriptions for each claimed criterion</u>	Pts	
Posted speed limit over 30 mph in project area	1	
Improves mobility for disabled, elderly or youth populations - <i>(Please provide an address and note location on map for the affected facility)</i>	1	1
Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census	1	
Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	
Improves visibility of non-drivers to motorists	1	1

Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design. <u>Provide a brief description for each claimed criterion – notate on map where applicable.</u>	Pts	
Physical Separation Barrier A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	
Defined Space A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1

Vehicle Traffic (select one)					
The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff.					
40,001+ 12 pts	35,001-40,000 11 pts	30,001 to 35,000 10 pts	25,001-30,000 9 pts	20,001-25,000 8 pts	15,001-20,000 7 pts
10,001-15,000 6 pts	5,001-10,000 5 pts	4,001-5,000 4 pts	3,001-4,000 3 pts	2,001 – 3,000 2 pts	Less than 2,000 1 pt

Total Points for Safety Criteria	12 16
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Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity - <u>Provide a brief description for each claimed criterion – notate on map where applicable</u>	Pts	
Improves access to commercial areas	3	3
Improves access to parks and recreational areas	3	3
Provides pedestrian/bicycle facilities where none exist	3	3
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	
Fills a documented gap in an existing transportation network	3	
Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	

Transit Connectivity (select one) - <u>Transit stops must be noted on an attached project map</u>	Pts	
Connects to existing bike/ped facility & does not connect to a transit stop	1	
Connects to existing bike/ped facility & <1/2 mile from transit stop	2	
Connects to existing bike/ped facility & <1/4 mile from transit stop	3	

Total Points for Connectivity Criteria	9
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Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Maximum Points Allowed: 15

Does the project provide access to the following destinations of interest?

Location Efficiency – <i>Provide the name and location of each claimed destination of interest</i>		
High Interest Select One (7 pts total)	Moderate Interest Select One (5 pts total)	Low Interest Select One (3 pts total)
Town Center – Square	Multi-Family Development	Post Office
Mixed Use Center	Park n Ride Lot	Bank
Major Employment Center (over 150* employees) Office Park, Big Box Retail	Park	Bus Stop (typically a bench or 5-15 person shelter)
Transit Center/Station (serves multiple routes and networks)	Greenway	Rural Road Bike Routes
School - K-12 School Facility (within 2 miles)	Retail Center	Child Day Care Center
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 5)	
Marinas	Libraries	
Recreation Facility (sport fields, gymnasium, etc)	Grocery Store/Farmers Market/ Stationary Food Providers	
Low Density Single Family (detached single family developments)	Hotels	
Total Points for Location Efficiency Criteria		15

Criterion 4: Public Support - Documented support can be in the form of resolutions, letters, and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations.

Public Support (select one)	Pts	
Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) *	5	5
Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)*	10	

**Letters of support must be dated within the past 3 years*

Total Points for Public Support Criteria	5
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Criterion 5: Proximity to School – Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools Program.

Proximity to School – for <i>Criterion 5</i> a school is defined as a K-12 education facility; or a public or private university, college, or community college. <i>List the name and address of schools within the 2-mile project radius (select one)</i>	Pts	
Project > 2 Mile from a school	0	
Project within 1-2 mile of a school	5	
Project within 1 mile of a school	10	10

Total Points for Proximity to School Criteria	10
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Criterion 6: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

General Design - Provide a brief description for each claimed criterion – notate on map where applicable	Pts	
Addresses both walking and biking	1	1
Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	
Provides bike parking or seating for pedestrians	1	
Provides trailheads, staging areas and parking	1	
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	2	
Prior Phases of this project are under construction or have been completed. <i>Provide documentation for the prior phases.</i>	2	
All Right of Way has been secured or none is needed	1	1

Total Points for Design Quality Criteria	2
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Criterion 7: Environmental/Archaeological Projects/

Historic Preservation

Environmental/Archaeological Projects/Historic Preservation - <i>Provide a brief description for each claimed criterion – notate on map where applicable</i>	Pts	
Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	
Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	1	
Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to avoid, minimize or mitigate impacts	1	
Includes community partnership between governmental and non-governmental organizations	1	
Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities	1	
Construction of turnouts, overlooks, and viewing areas	1	
Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	1	
Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	1	
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	1	
Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)	1	
Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	0	

Additional Project Information

The following sections is to provide additional project information to the TPO. The answers in this section will not be scored. The information below will aid the TPO in ranking projects for the Okaloosa-Walton TPO TAP Priority list that is submitted to the Florida Department of Transportation.

Information Only — The following answers are for the TPO project review and will not be scored			
Total project cost:	\$ 874,000		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	\$194,000 - Local Match		
Total length of the project (miles)?	PROPOSED PROJECT LENGTH 5,200 (0.98 MILES).		
How many intersections are located within the project boundaries?	9 INTERSECTIONS, 11 INCLUDING TERMINI		
Does the project address a unique safety issue not detailed in the Safety Criteria?	NO		
Project Readiness – Project Phase as submitted:	<div style="border: 2px solid red; padding: 5px; display: inline-block;">Conceptual Only</div>	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3: Location Efficiency

High Interest Destinations: These are common, highly-trafficked destinations within a particular city, town, or region.

Town Center/Square: Downtown or central business district of a city or town.

Mixed Use Center: An integrated development project which combines multiple uses within individual buildings or sites. Example: A retail development with residential units above or adjacent.

Major Employment Center: A dense collection of retail or non-retail employment locations, where the percentage of employers is significantly higher than that of surrounding areas. Typically, total employment will exceed 150 employees. Example: An office park or big box retail

Transit Center: A station or hub which serves as the central location for multiple routes or networks.

School: Any K-12 school facility located within 1/2 mile of project/facility.

University/College: Any public or private university, college, or community college.

Entertainment Center: A combination of restaurants, theaters, music venues or other entertainment venues within a centralized location

Marinas: A specially designed harbor with moorings for pleasure craft and small boats

Recreation Facility: A public facility that provides infrastructure and amenities for organized sports. Example: a sports complex with multiple soccer fields, gymnasiums or other leisure sports.

Low Density Single Family Development: Detached single family developments which can be found in rural, suburban, and urban environments.

Moderate Interest Destinations: These are common, moderately-trafficked destinations, typically found in many cities and towns.

Multi-family Development: Multiple residential housing units located in one building/structure, or multiple buildings within one complex. Example: Apartment complex.

Park-n-Ride Lot: A designated parking location which allows drivers to park private automobiles, bicycles, or other vehicles, and access public transportation or transit.

Park: Regional, local, or neighborhood space for passive or active recreation.

Greenway: A natural or paved path, typically located outside of vehicular rights-of-way, intended for non-motorized active transportation.

Retail Center: A collection of retail locations where the percentage of retailers is significantly higher than that of surrounding areas.

Religious/Civic Center: A private or public venue which offers religious or civic services to the general public.

Unique Destination / Tourist Destination: A specific destination of civic or cultural value which attracts visitors, is unique to a particular city, town, or county, and may not satisfy other destination descriptions

Health Care Clinic: These can include facilities with more than 5 doctors on staff.

Libraries: A physical location which provides access to reading materials such as books, periodicals, and newspapers, and often other forms of video or audio media.

Rural Road Bike Routes Rural: suburban roads which typically do not include prescribed bicycle facilities, but may be signed as state, historic, scenic, or recreational bicycle routes.

Food Options: Large and small grocery stores, farmer's markets, or fresh foods. Other local, stationary food providers will be considered.

Hotels: Hotels, motels, and other commercial establishments offering lodging, meals, and other guest services

Low Interest Destinations: These are common destinations, which typically experience less human traffic.

Bus Stop (Neighborhood Scale): Typically, a bench or 5 to 15 person shelter located adjacent to a sidewalk or roadway.

Child Day Care Center: a facility providing regularly scheduled care for a group of 20 or more children for periods of less than twenty-four hours

Lake Lorraine, FL

Place in: [Okaloosa County, FL](#), [Crestview-Fort Walton Beach-Destin, FL Metro Area](#), [Florida](#), [United States](#)

7,210

Population

2.1 square miles

3,499.4 people per square mile

Census data: ACS 2023 5-year unless noted

Find data for this place

Search by table or column name...

Hover for margins of error and contextual data.

Demographics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Age

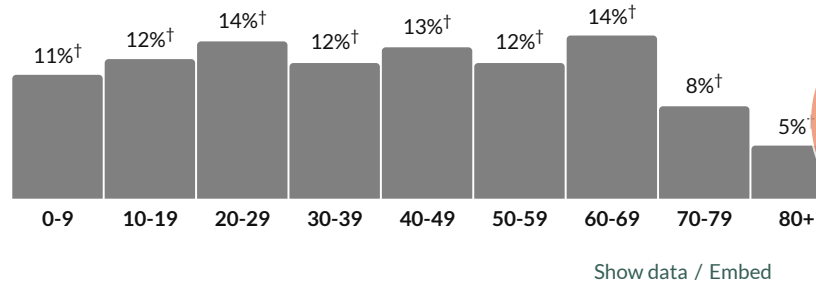
41.3

Median age

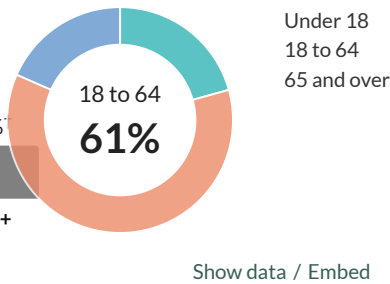
a little higher than the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 39.2

a little less than the figure in Florida: 42.6

Population by age range

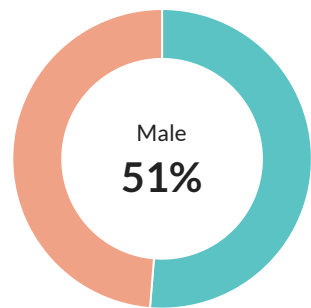


Population by age category



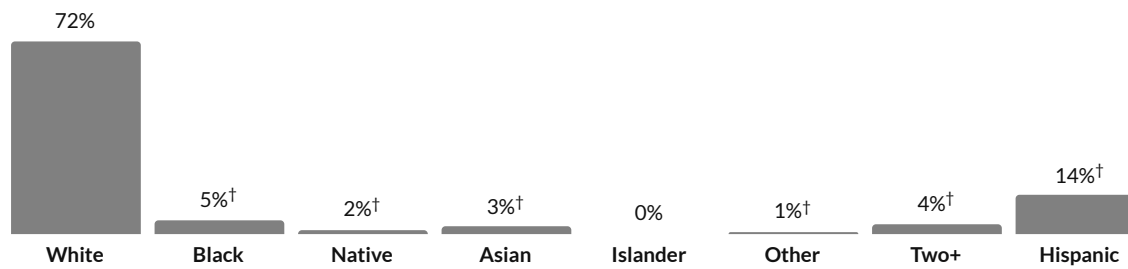
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Sex



Race & Ethnicity

Male
Female



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

Economics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Income

\$54,848

Per capita income

about 25 percent higher than the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: \$44,122

about 1.3 times the amount in Florida: \$41,055

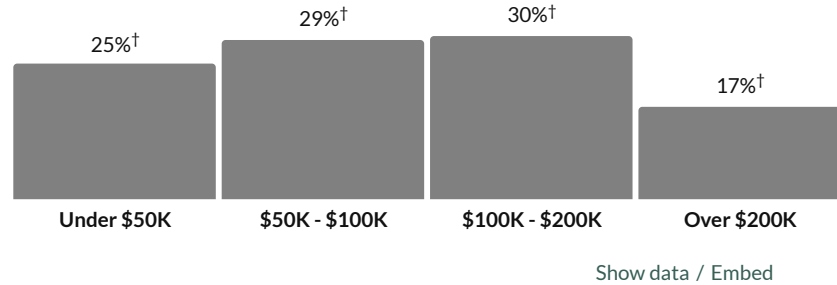
\$91,619

Median household income

about 20 percent higher than the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: \$79,150

about 1.3 times the amount in Florida: \$71,711

Household income



Poverty

† Margin of error is at least 10 percent of the total value.

8%

Persons below poverty line

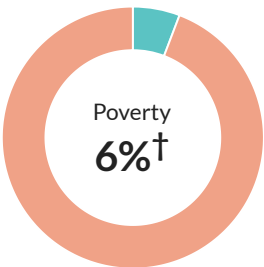
Children (Under 18)

Seniors (65 and over)

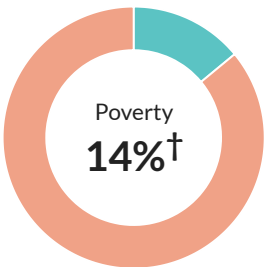
Take care with this statistic.

about 80 percent of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 9.9%

about three-fifths of the rate in Florida: 12.6%



Show data / Embed



Show data / Embed

Transportation to work

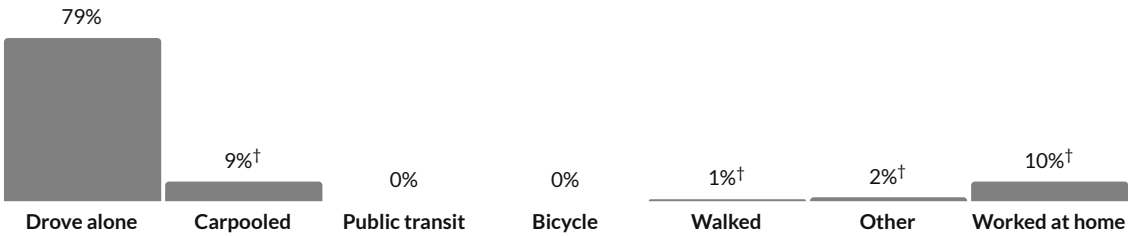
23.1 minutes

Mean travel time to work

about 90 percent of the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 27

about 80 percent of the figure in Florida: 28

Means of transportation to work



* Universe: Workers 16 years and over

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Families

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Households

2,945

Number of households

the Crestview-Fort Walton Beach-Destin, FL Metro Area: 116,782

Florida: 8,550,911

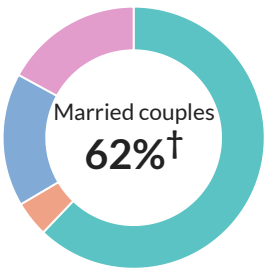
2.5

Persons per household

about the same as the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 2.5

about the same as the figure in Florida: 2.5

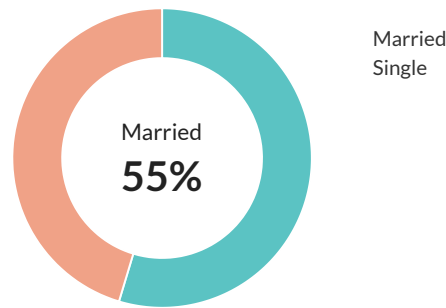
Population by household type



Married couples
Male householder
Female householder
Non-family

Show data / Embed

Marital status

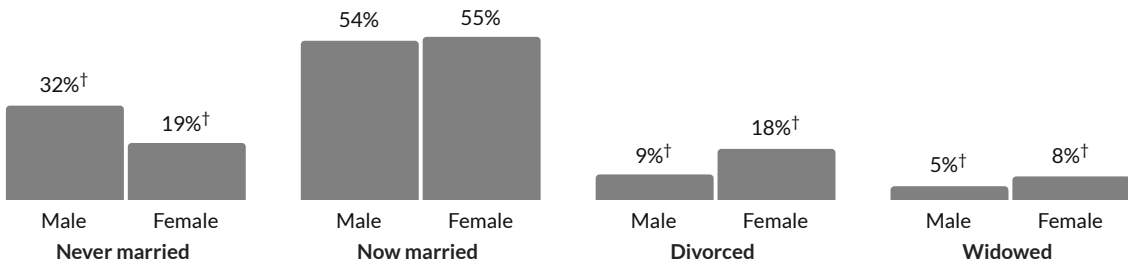


* Universe: Population 15 years and over

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Marital status, by sex



Show data / Embed

Fertility

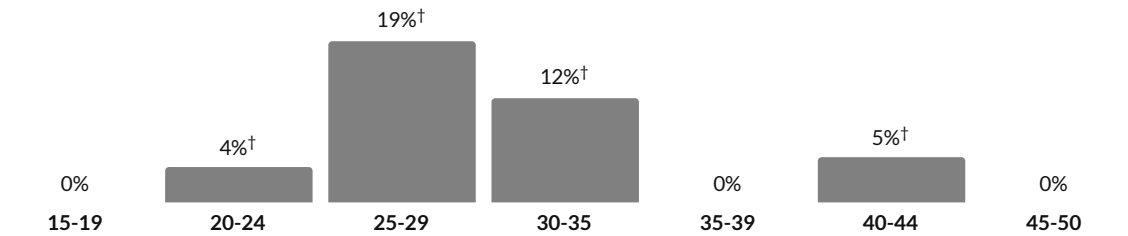
5.5%

Women 15-50 who gave birth during past year

about 80 percent of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 6.6%†

about 10 percent higher than the rate in Florida: 4.8%

Women who gave birth during past year, by age group



* Universe: Women 15 to 50 years

Show data / Embed

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Housing

Units & Occupancy

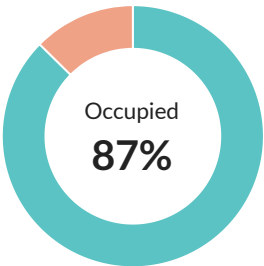
3,370

Number of housing units

the Crestview-Fort Walton Beach-Destin, FL Metro Area: 161,369

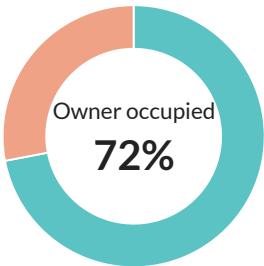
Florida: 10,082,356

Occupied vs. Vacant



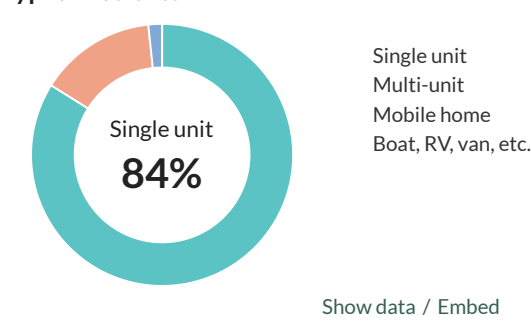
Show data / Embed

Ownership of occupied units

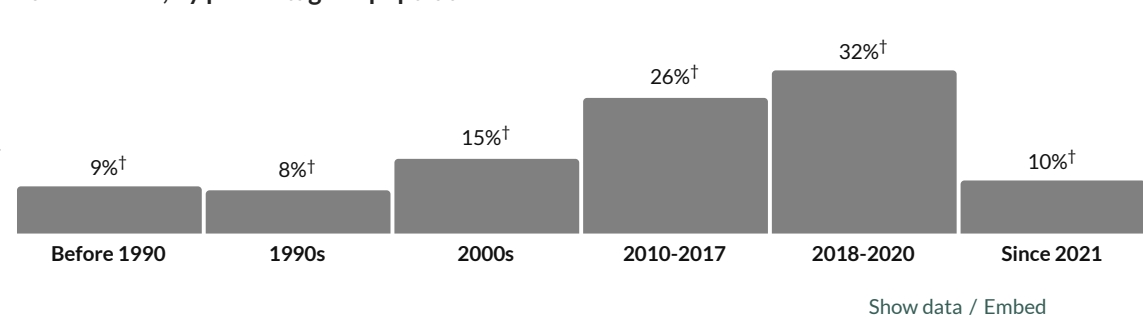


Show data / Embed

Types of structure



Year moved in, by percentage of population



Value

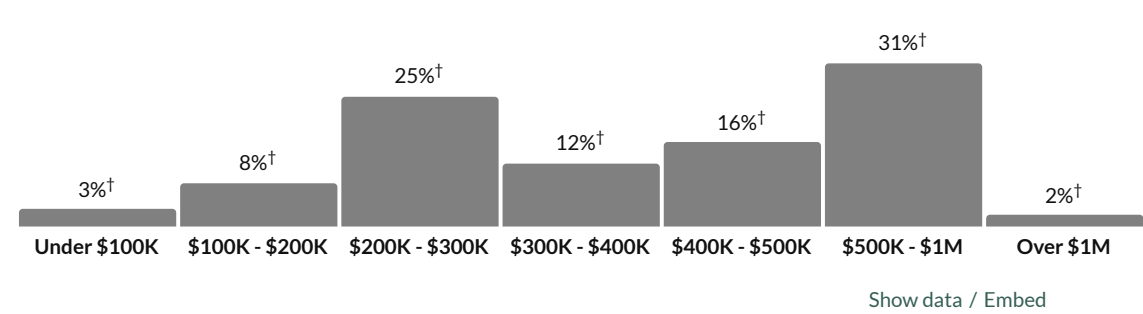
\$411,900

Median value of owner-occupied housing units

about 25 percent higher than the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: \$333,800

about 25 percent higher than the amount in Florida: \$325,000

Value of owner-occupied housing units



Geographical mobility

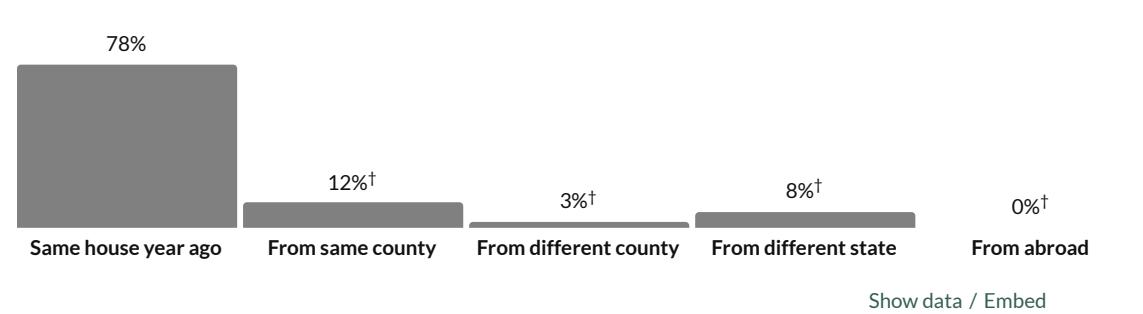
22.1%

Moved since previous year

about 1.3 times the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 17.4%

about 1.5 times the rate in Florida: 14%

Population migration since previous year



Social

Educational attainment

94%

High school grad or higher

about the same as the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 92.9%

a little higher than the rate in Florida: 89.6%

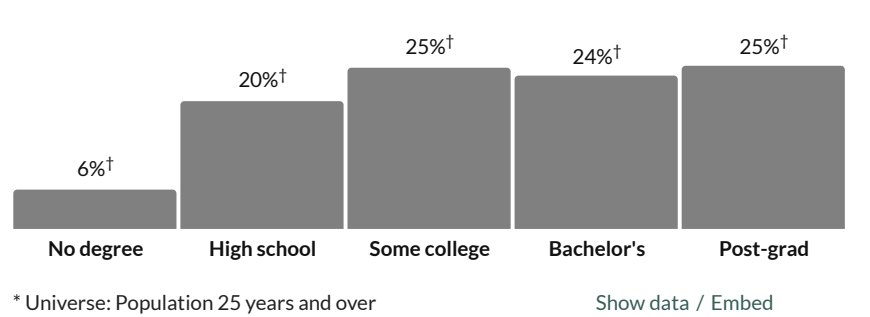
48.9%

Bachelor's degree or higher

about 1.4 times the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 34.2%

about 1.5 times the rate in Florida: 33.2%

Population by highest level of education



Language

N/A

Persons with language other than English spoken at home

Language at home, children 5-17

No data available

Language at home, adults 18+

No data available

Place of birth

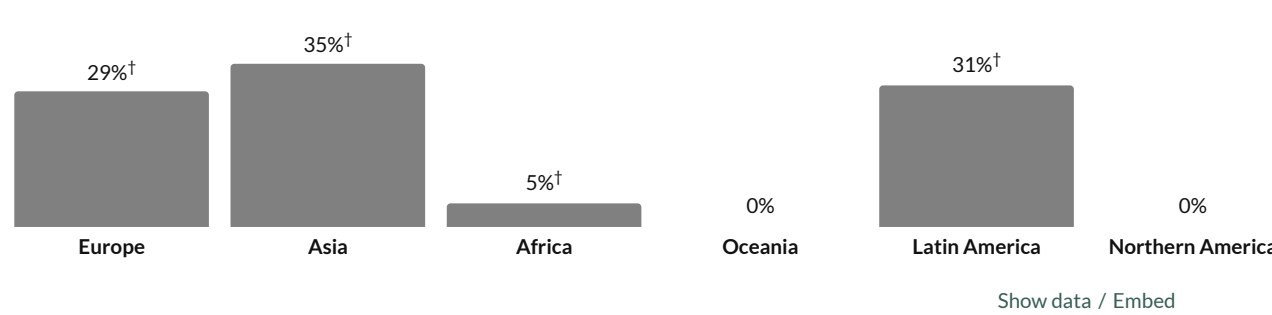
6.4%

Foreign-born population

about 80 percent of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 8.2%

about one-third of the rate in Florida: 21.4%

Place of birth for foreign-born population



Veteran status

20%

Veterans by wartime service

565†

1,079 Total veterans 64 of 75 Male

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

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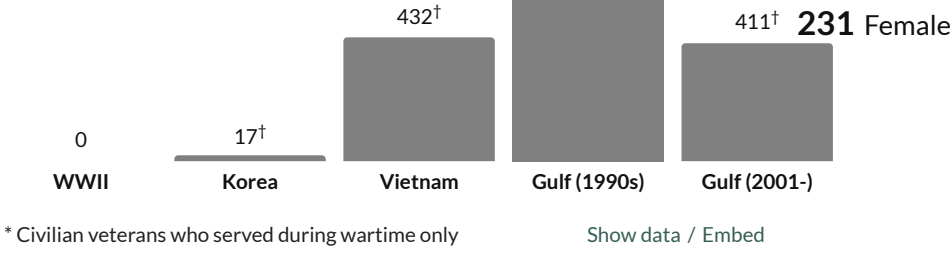
† Margin of error is at least 10 percent of the total value.

Take care with this statistic.

Population with veteran status

about 10 percent higher than the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 17.7%

more than double the rate in Florida: 7.7%



Hover for margins of error and contextual data.

Citation: U.S. Census Bureau (2023). *American Community Survey 5-year estimates*. Retrieved from *Census Reporter Profile page for Lake Lorraine, FL* <<http://censusreporter.org/profiles/16000US1238287-lake-lorraine-fl/>>

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4th Avenue, Shalimar (updated 1/13/25)

Criterion 1: Safety

Signal Four Analysis shows two pedestrian/cyclist incidents within the past 5 years, see attached data map Improves mobility for disabled, elderly or youth populations: within 1 mile of Shalimar Elementary School 1350 Joe Martin Circle and Shalimar Park between 7th and 8th Street. (see attached map)
Traffic count data from UrbanSDK: 1400 AADT

Criterion 2: Connectivity

Improves access to commercial areas: S-Mart Convenience Store 85 4th Avenue, Shalimar, Florida 32579 Improves access to parks and recreational areas: Shalimar Park between 7th Street & 8th Street on 4th Avenue Provides pedestrian/bicycle facilities where none exist: There is currently no walking/bike path at the location of 4th Avenue.

Criterion 3: Location Efficiency

Recreation Facility: Shalimar Park between 7th Street & 8th Street on 4th Avenue.
Multi-Family Development: Country Villas, 27 9th Street
Child Day Care Center: Dimples Day Care, 36 8th Street, Shalimar

Criterion 5: Proximity to School

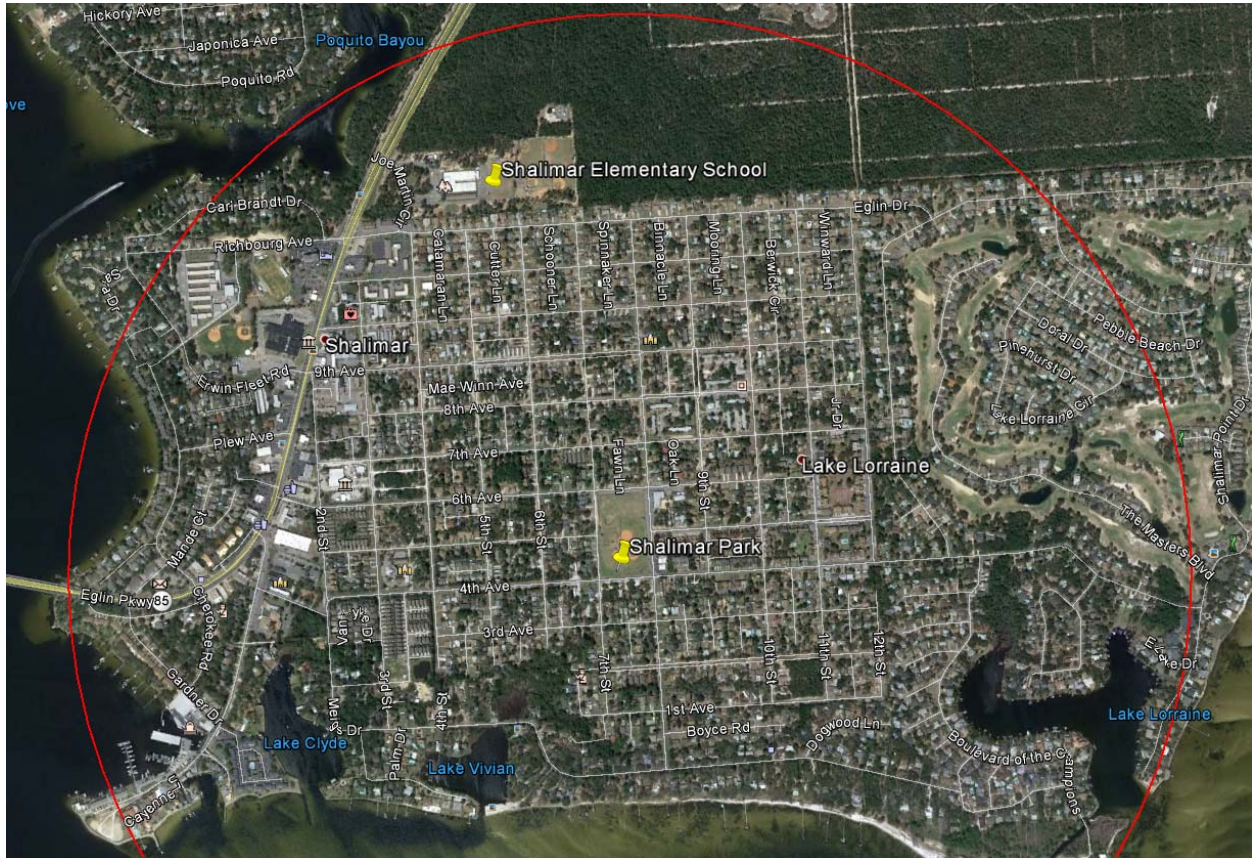
Project within 1 mile of a school: Shalimar Elementary School, 1350 Joe Martin Circle

Criterion 6: Design Quality

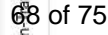
Addresses both walking and biking: the proposed 5' sidewalk will provide both walkers and bicyclist safe access.
All Right of Way has been secured or none is needed: Right-of-Way is 100' owned by Okaloosa County.

Criterion 1: Safety

Improves mobility for disabled, elderly or youth populations.



Within 1 mile of Shalimar Elementary School and Shalimar Park

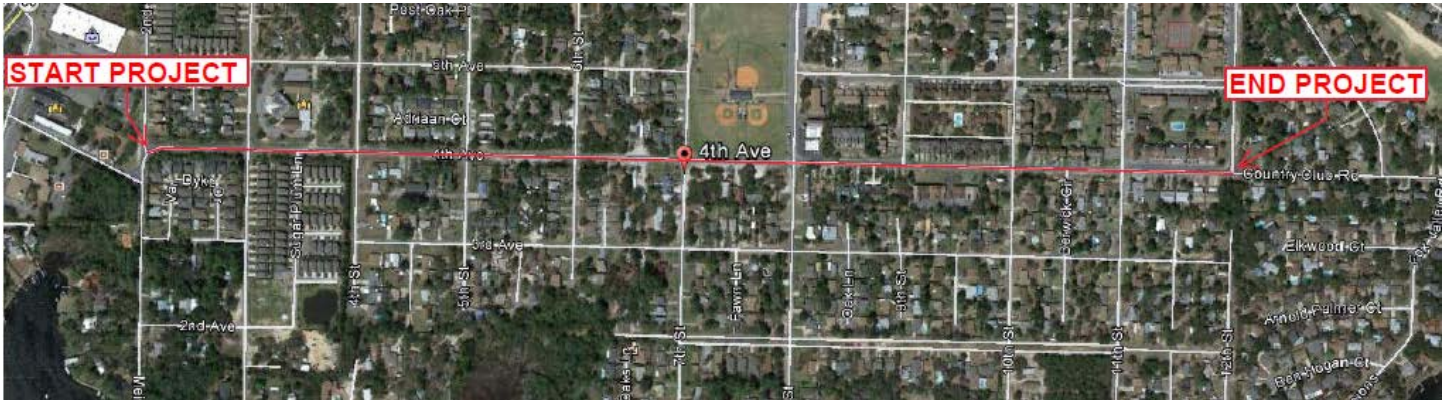




EXISTING CONDITIONS REPORT

PROJECT NAME: 4th Avenue Sidewalk Addition, Shalimar, Okaloosa County TA Application

PROJECT SCOPE: The Addition of a minimum 5' wide concrete pedestrian sidewalk along the North side of 4th Avenue from 2nd Street to 12th Street. Proposed project length 5,200 LF (098 miles)



NOTES:

→ Photographs will be shown in order this report from South to North or (West to East) depending on project orientation.

→ Notes have been included with photographs in this report.

As of 12/30/2025: No significant changes since this report was created. However, additional fiber-optic lines have been installed in the area.



DIRECTION: East
DESCRIPTION: Intersection of 4th Ave. and 2nd St.
NOTES: Start Project, along left side (North)



DIRECTION: East
DESCRIPTION:
NOTES: Sidewalk will be along left side (North)



DIRECTION: North
DESCRIPTION: Intersection of 4th Ave. and 3th St.
NOTES: Sidewalk will cross 4th street.



DIRECTION: East
DESCRIPTION: Intersection of 4th Ave. and 3th St.
NOTES: Location of 3rd St sidewalk concrete



DIRECTION: Northwest

DESCRIPTION: Intersection of 4th Ave & 4th St.

NOTES: Sidewalk will cross 4th St (right side of image)



DIRECTION: North

DESCRIPTION: Drainage on East side of 4th Street

NOTES: Sidewalk will cross 4th St., Left side of image



DIRECTION: Southeast

DESCRIPTION: Drainage on west side of 4th St.

NOTES: Sidewalk will cross 4th St (left side of image)



DIRECTION: Northwest

DESCRIPTION: Intersection of 4th Ave & 5th St.

NOTES: Sidewalk will cross 5th St. (center-right of image)



DIRECTION: West

DESCRIPTION: Sidewalk crossing at 6th St.



DIRECTION: Southeast

DESCRIPTION: Intersection of 6th Street & 4th Ave.

NOTES:



DIRECTION: Southwest

DESCRIPTION: Utility & shrubbery in ROW at 4th Ave & 7th St.

NOTES:

NOTES:



DIRECTION: East

DESCRIPTION: Sidewalk will cross 7th St

NOTES: Shalimar Community Park Pictured on left



DIRECTION: North

DESCRIPTION: Intersection of 4th Ave & 8th St.

NOTES: Sidewalk will run directly adjacent to Shalimar Quick Stop Convenient Store and there will be a sidewalk crossing at 8th St.



DIRECTION: Northwest

DESCRIPTION: Townhomes on North side of 4th Ave.

NOTES: Sidewalk will run in front of pictured townhomes



DIRECTION: Northeast

DESCRIPTION: Area just West of 9th St.

NOTES: Sidewalk will run next to fence pictured left of photograph.



DIRECTION: Northwest

DESCRIPTION: Intersection of 4th Ave & 9th St.

NOTES: Sidewalk will cross 9th St, center of image.



DIRECTION: North

DESCRIPTION: Townhomes East of previous and North of 4th Ave.

NOTES: Sidewalk will run in front of these townhomes, see next image.



DIRECTION: East

DESCRIPTION: Existing drainage system present at townhomes same side of road of proposed sidewalk.

NOTES: Sidewalk may run alongside drainage, image right



DIRECTION: East

DESCRIPTION: Existing drainage system present at townhomes same side of road of proposed sidewalk.

NOTES: Sidewalk may run alongside drainage, image right



DIRECTION: East-southeast

DESCRIPTION: The intersection of 4th Ave. & 10th St.

NOTES: Sidewalk will cross 10th St at this location



DIRECTION: Southwest

DESCRIPTION: Intersection of 4th Ave & 10th St.

NOTES: sidewalk will cross 10th St, image right



DIRECTION: East

DESCRIPTION: Intersection of 4th Ave & 11th St.

NOTES: sidewalk crossing will be in center of image on 11th St.



DIRECTION: East

DESCRIPTION: between apartments and roadway looking towards country club

NOTES: sidewalk may require asphalt removal



DIRECTION: Southwest

DESCRIPTION: Intersection of 4th Ave & 12th St.

NOTES: This is end of proposed sidewalk to include crossing at 12th St.



DIRECTION: Northwest

DESCRIPTION: view from south of the beginning of country club

NOTES: crossing will be on 12th St.

Jurisdiction: Okaloosa County
Project Title: 4th Avenue Sidewalk Addition, Shalimar
Project Limits: 2nd Street to 12th Street
Requested Phases and Costs: PE, CST, & CEI for \$1,354,000
Contact Person: Roy Petrey

ECRC Evaluation and Cross-Check (OW TPO)					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
1	Safety	25	16	19	
	Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists (select one)				
	Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	1	2	2 bike/ped crashes
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2	-		
	High crash corridor = > 10 pedestrian /cyclist incidents from the past 5 years	3	-		
	Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. (select one)				
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	-	2	5 bike/ped crashes within 1/4 mile
	High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	-		
	Safety Issue - Provide brief descriptions for each claimed criterion				
	Posted speed limit over 30 mph in project area	1	0	0	
	Improves mobility for disabled, elderly or youth populations (Please provide an address and note location on map for the affected facility)	1	1	1	
	Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as Identified by the Census	1	0	0	
	Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	0	0	
	Improves visibility of non-drivers to motorists	1	1	1	
	Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.				
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	0	0	
	A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1	1	
	Vehicle Traffic (select one)				
	40,001+	12	12	12	
	35,001-40,000	11	-	-	
	30,001 to 35,000	10	-	-	
	25,001-30,000	9	-	-	
	20,001-25,000	8	-	-	

	15,001-20,000	7	-	-	SR 85: AADT 46,500 in 2024
	10,001-15,000	6	-	-	
	5,001-10,000	5	-	-	
	4,001-5,000	4	-	-	
	3,001-4,000	3	-	-	
	2,001 – 3,000	2	-	-	
	Less than 2,000	1	-	-	
2	Connectivity	20	9	11	
	General Connectivity				
	Improves access to commercial areas	3	3	3	
	Improves access to parks and recreational areas	3	3	3	
	Provides pedestrian/bicycle facilities where none exist	3	3	3	
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	0	0	
	Fills a documented gap in an existing transportation network	3	0	0	
	Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	0	0	
	Transit Connectivity (select one)				
	Connects to existing bike/ped facility & does not connect to a transit stop	1	-	-	within 1/2 mile of Transit stop at the Okaloosa County Administration Building
	Connects to existing bike/ped facility & <1/2 mile from transit stop	2	-	2	
	Connects to existing bike/ped facility & <1/4 mile from transit stop	3	-	-	
3	Location Efficiency	15	15	15	
	High Interest	7	7	7	Shalimar Park
	Moderate Interest	5	5	5	Multi-Family Development: Country Villas
	Low Interest	3	3	3	Day Care
4	Public Support	10	5	5	
	Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) *	5	5	5	Resolution 26-14 (Okaloosa County) Letters of Support: 1 citizen and 1 Okaloosa County BOCC
	Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)*	10	-	-	
5	Proximity to School	10	10	10	

	Project > 2 Mile from a school	0	-	-	Shalimar Elementary School
	Project within 1-2 mile of a school	5	-	-	
	Project within 1 mile of a school	10	10	10	
6	Design Quality	10	2	2	
	Addresses both walking and biking	1	1	1	
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	0	0	
	Provides bike parking or seating for pedestrians	1	0	0	
	Provides trailheads, staging areas and parking	1	0	0	
	Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	2	0	0	
	Prior Phases of this project are under construction or have been completed.	2	0	0	
	All Right of Way has been secured or none is needed	1	1	1	
7	Env / Archy / Historic	10	0	0	
	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	0	0	
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	1	0	0	
	Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to avoid, minimize or mitigate impacts	1	0	0	
	Includes community partnership between governmental and non-governmental organizations	1	0	0	
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities	1	0	0	
	Construction of turnouts, overlooks, and viewing areas	1	0	0	
	Project enhances access to an existing or planned activity center. (Planned activity centers must be defined in a Capital improvement Plan or similar document that shows construction beginning in 5 years.)	1	0	0	
	Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	1	0	0	
	Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	1	0	0	
	Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)	1	0	0	
	Total Points	100	57	62	