



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.

3. Agency contact person’s name and title.

4. Agency contact person’s telephone number and email address.

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: _____ and Expiration Date: _____

Responsible Charge Name: _____

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
Agency Name: _____

Contact
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:**

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

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

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

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.

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.

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

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)].

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

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

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

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

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

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.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, 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

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

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

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

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

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

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

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

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

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

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

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.).

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

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

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

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

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

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

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

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

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

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

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

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

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.

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.

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.**

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 (\$)				Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	Federal Funds		Non-Federal / Local Funds		
TA Program (\$)	Other Federal (\$)			Non-TA/ Local Funds (\$)	Other (\$)			
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction								
CEI								
Other costs (describe)								
Total Infrastructure Project Cost Estimate								

*** 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	

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:

LOCATION:

PROJECT LIMITS: (from south or west limit)

(to north or east limit)

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

Name (please type or print)

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).

RESOLUTION 2026-01-506

A RESOLUTION BY THE CITY OF LYNN HAVEN, FLORIDA TO SUPPORT CONSTRUCTION OF A SIDEWALK ON CAROLINA AVENUE WITH TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FUNDING; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, walking helps meet the goals of Chapter 339.175 Florida Statutes - Metropolitan Planning Organization - to serve the mobility needs of people while minimizing transportation related fuel consumption and air pollution; and

WHEREAS, Congress created the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 to address growing concerns about air quality, open space, and traffic congestion. The Transportation Alternatives (TA) Program strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system; and

WHEREAS, the addition of pedestrian facilities helps meet the goals of Chapter 163.3177 Florida Statutes - Comprehensive Plans - promoting alternative modes of transportation; and

WHEREAS, the Center of Disease Control (CDC) encourages people to walk for fitness, transportation, and fun; and

WHEREAS, this support is consistent with the Florida Statutes, Bay County Transportation Planning Organization (TPO), FDOT, MAP-21, and CDC policies supporting alternative means of transportation.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Lynn Haven, Florida that they support the construction of a sidewalk on Carolina Avenue between SR 390 and 14th St.

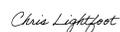
PASSED and ADOPTED by the City Commission of the City of Lynn Haven this 13th day of January, 2026.

CITY OF LYNN HAVEN, FLORIDA


Chris Lightfoot (Jan 14, 2026 16:39:40 CST)

MAYOR PRO TEM

ATTEST:



CHRIS LIGHTFOOT, INTERIM CITY MANAGER

Resolution 2026-01-506 To support FDOT Grant Application

Final Audit Report

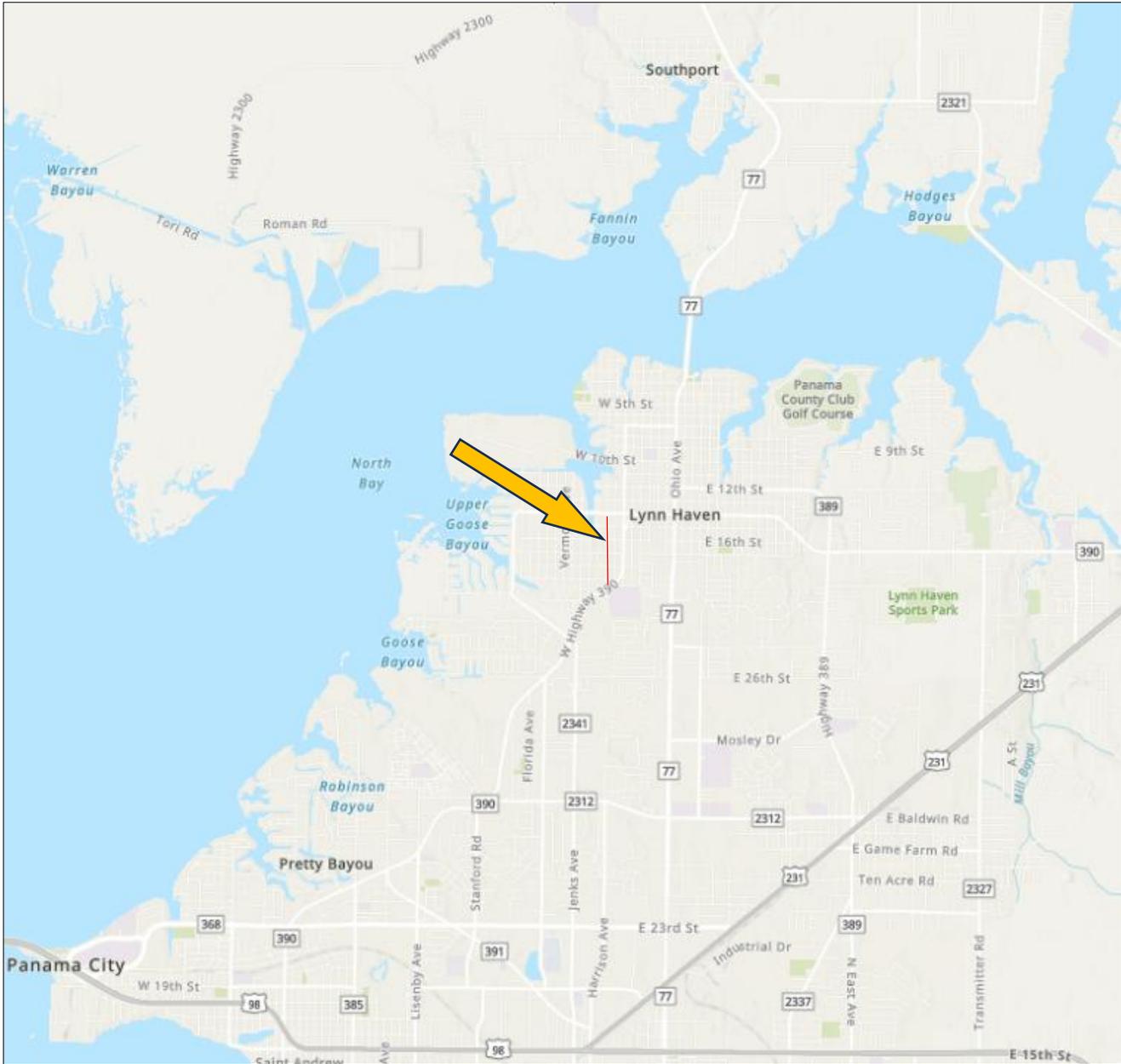
2026-01-14

Created:	2026-01-14
By:	Cicelia Rushing (crushing@cityoflynnhaven.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAA4GIISrmNV4BDDfmgf1EXsJX5F8wtibe

"Resolution 2026-01-506 To support FDOT Grant Application" History

-  Document created by Cicelia Rushing (crushing@cityoflynnhaven.com)
2026-01-14 - 4:56:09 PM GMT
-  Document emailed to Commissioner Peebles (comm_speebles@cityoflynnhaven.com) for signature
2026-01-14 - 4:56:13 PM GMT
-  Document emailed to Chris Lightfoot (clightfoot@cityoflynnhaven.com) for signature
2026-01-14 - 4:56:13 PM GMT
-  Email viewed by Chris Lightfoot (clightfoot@cityoflynnhaven.com)
2026-01-14 - 5:03:17 PM GMT
-  Email viewed by Commissioner Peebles (comm_speebles@cityoflynnhaven.com)
2026-01-14 - 5:21:23 PM GMT
-  Document e-signed by Chris Lightfoot (clightfoot@cityoflynnhaven.com)
Signature Date: 2026-01-14 - 5:44:54 PM GMT - Time Source: server
-  Document e-signed by Commissioner Peebles (comm_speebles@cityoflynnhaven.com)
Signature Date: 2026-01-14 - 10:39:40 PM GMT - Time Source: server
-  Agreement completed.
2026-01-14 - 10:39:40 PM GMT

PROJECT LOCATION MAP



PHASE I

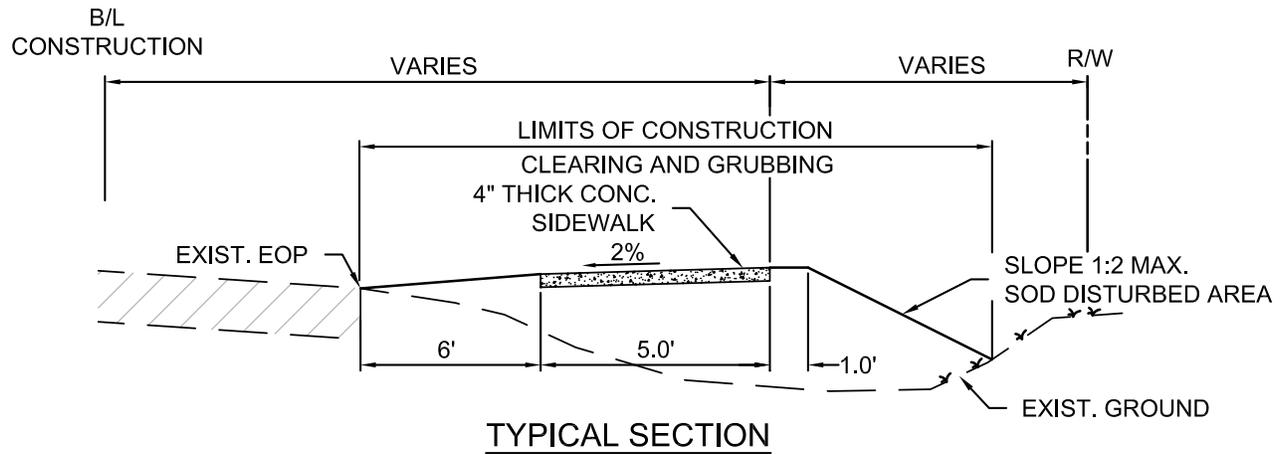


0.28 miles on Carolina Ave., between SR390 and 17th St.

PHASE II



0.31 miles on Carolina Ave., between 17th St. and 14th St.



NOTES:

1. CROSS SLOPE NOT TO EXCEED 1:50 (2%).
2. RUNNING SLOPE NOT TO EXCEED 1:12 (8.33%), WITH 5' X 5' LEVEL LANDINGS EVERY 20'.
3. WIDTH OF SIDEWALK AS REQUIRED BY ORDINANCE.
4. SIDEWALK TO BE A MIN. 3,000 PSI CONCRETE WITH FIBER MESH AND WELDED WIRE.
5. CONCRETE SHALL BE CURED MIN. 24 HOURS AFTER POURING.
6. ½" DEEP, TOOLED CONTROL JOINTS SHALL BE PROVIDED AT A DISTANCE EQUAL TO THE SIDEWALK WIDTH OR EVERY 5', WHICHEVER IS LESS.
7. EXPANSION JOINTS SHALL BE PROVIDED AT A MAX. OF 50' AND WHERE CONCRETE IS PLACED ADJACENT TO EXISTING CURB, DRIVEWAYS, BUILDINGS AND WALKWAYS.

April 14, 2016 (08:40:20 EST)
 R:\088.007 CITY OF LYNN HAVEN TWP SIDEWALKS\CIVIL\3DFOLDER\PRODUCTION\088007 LYNN HAVEN SIDEWALK GRANTING MOREN

Subject:	LYNN HAVEN SIDEWALK PROJECT CITY OF LYNN HAVEN BAY COUNTY, FLORIDA	Date:	Revision:	Sketch No.:
		Scale:		
 	203 Aberdeen Parkway Panama City, FL 32405 850.522.0644	Project No.:	Drawing No.:	TYPICAL SECTION
		91566007	2 of 2	
				24 of 94

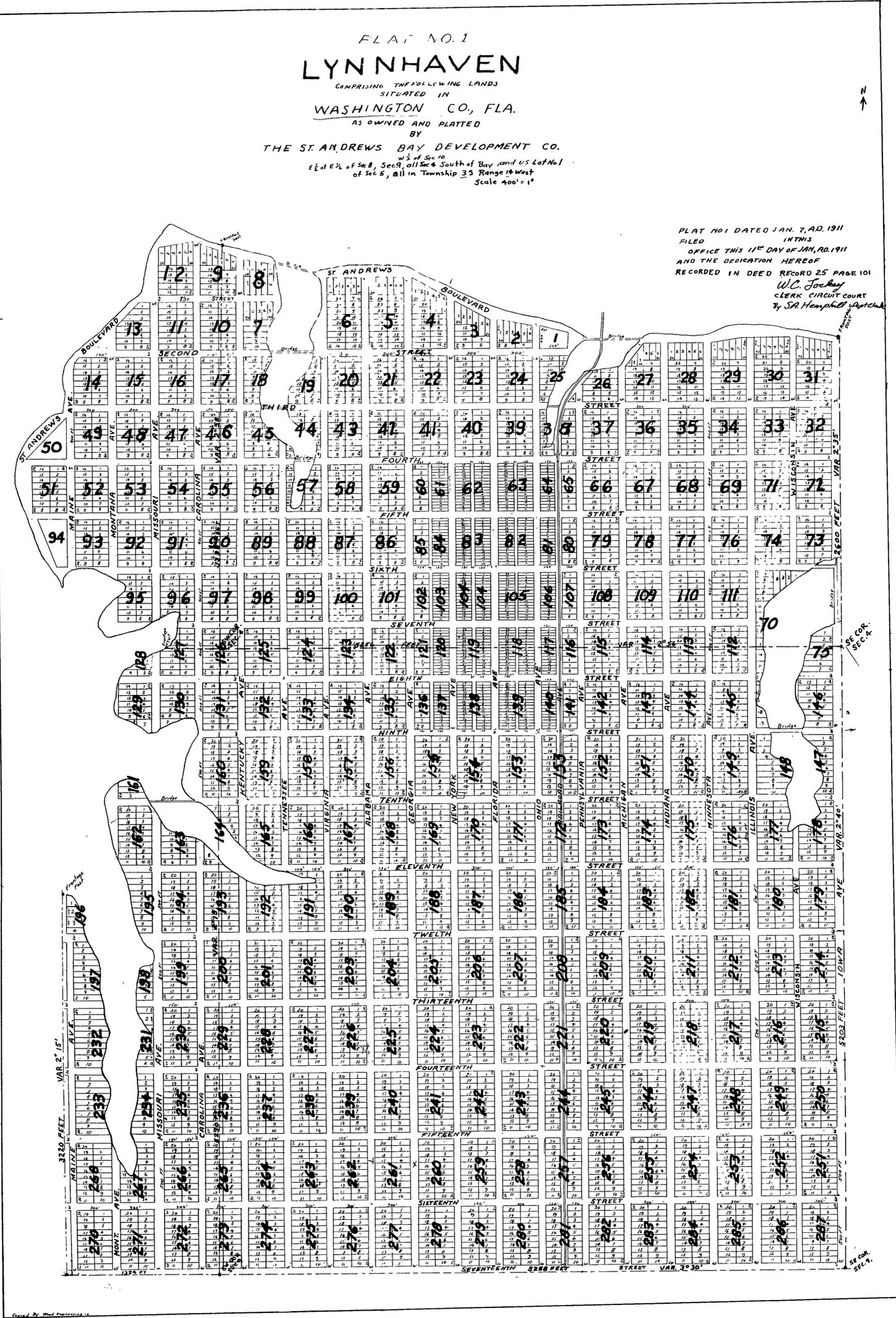
5-9

PLAT NO. 1
LYNNHAVEN

COMPRISING THE FOLLOWING LANDS
 SITUATED IN
 WASHINGTON CO., FLA.

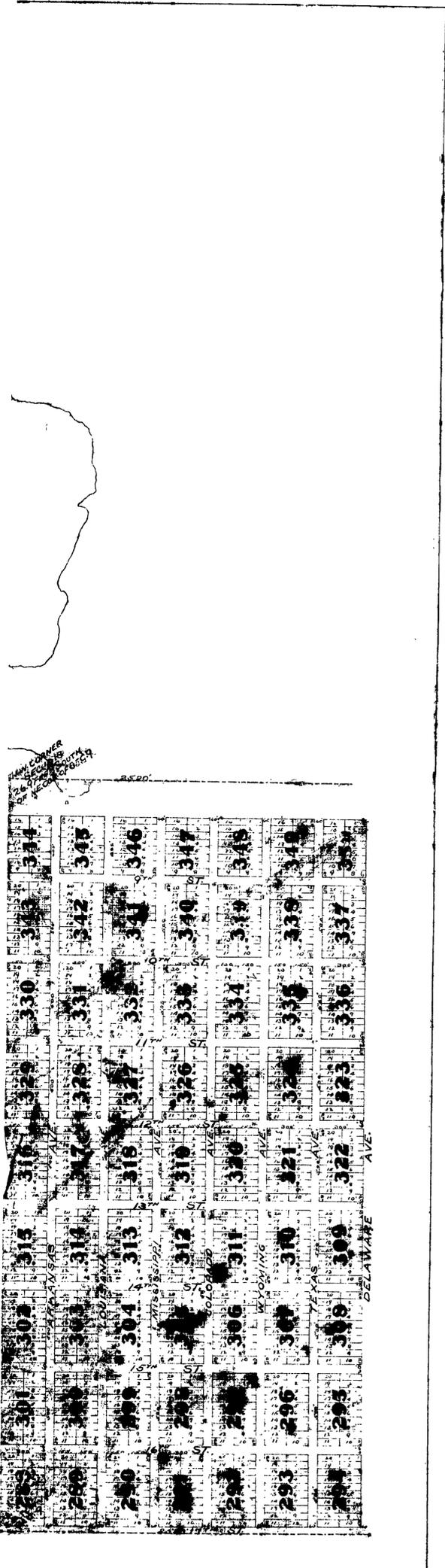
AS OWNED AND PLATTED
 BY
 THE ST. ANDREWS BAY DEVELOPMENT CO.
 E 1/2 of E 1/2 of Sec 8, Sec 9, all Sec 4 South of Bay and US Lot No. 1
 of Sec 5, all in Township 3 S Range 14 West
 Scale 400' = 1"

PLAT NO. 1 DATED JAN. 7, A.D. 1911
 FILED IN THIS
 OFFICE THIS 11TH DAY OF JAN. A.D. 1911
 AND THE DEDICATION HEREOF
 RECORDED IN DEED RECORD 25 PAGE 101
 W.C. Jochims
 CLERK CIRCUIT COURT
 By SA. Hemphill Deput.



Created by: [illegible]

5-10



DEDICATION

STATE OF FLORIDA,
WASHINGTON COUNTY

KNOW ALL MEN BY THESE PRESENTS, That THE ST. ANDREWS BAY DEVELOPMENT COMPANY, a corporation organized under the laws of the state of Delaware owner of the real estate described in plat No. 1, created by said company, dated January the 7th, A. D. 1911, of the town of "LINDSEVEN" in Washington county, Florida, does hereby donate and dedicate all the streets, lanes, avenues and alleys as indicated on said plat as highways for the use of the public as an easement or right of passage and for such purpose only and hereby expressly reserves unto itself its successors and assigns forever the title thereto and the exclusive right to use, occupy and enjoy the said streets, lanes, avenues and alleys for all other purposes not inconsistent with the right hereby conferred upon the public.

IN WITNESS WHEREOF, the said corporation by A. H. Lynn, president and its chief executive officer, by authority of its Board of Directors has hereunto signed its corporate name and caused its corporate seal to be hereunto affixed, this 7th day of January A. D. 1911.

THE ST. ANDREWS BAY DEVELOPMENT COMPANY
by W. H. Lynn, PRESIDENT (SEAL)

Attest:
Harold Foster, SECRETARY.

Executed in the presence of us:
G. M. McKenzie
J. R. Wells

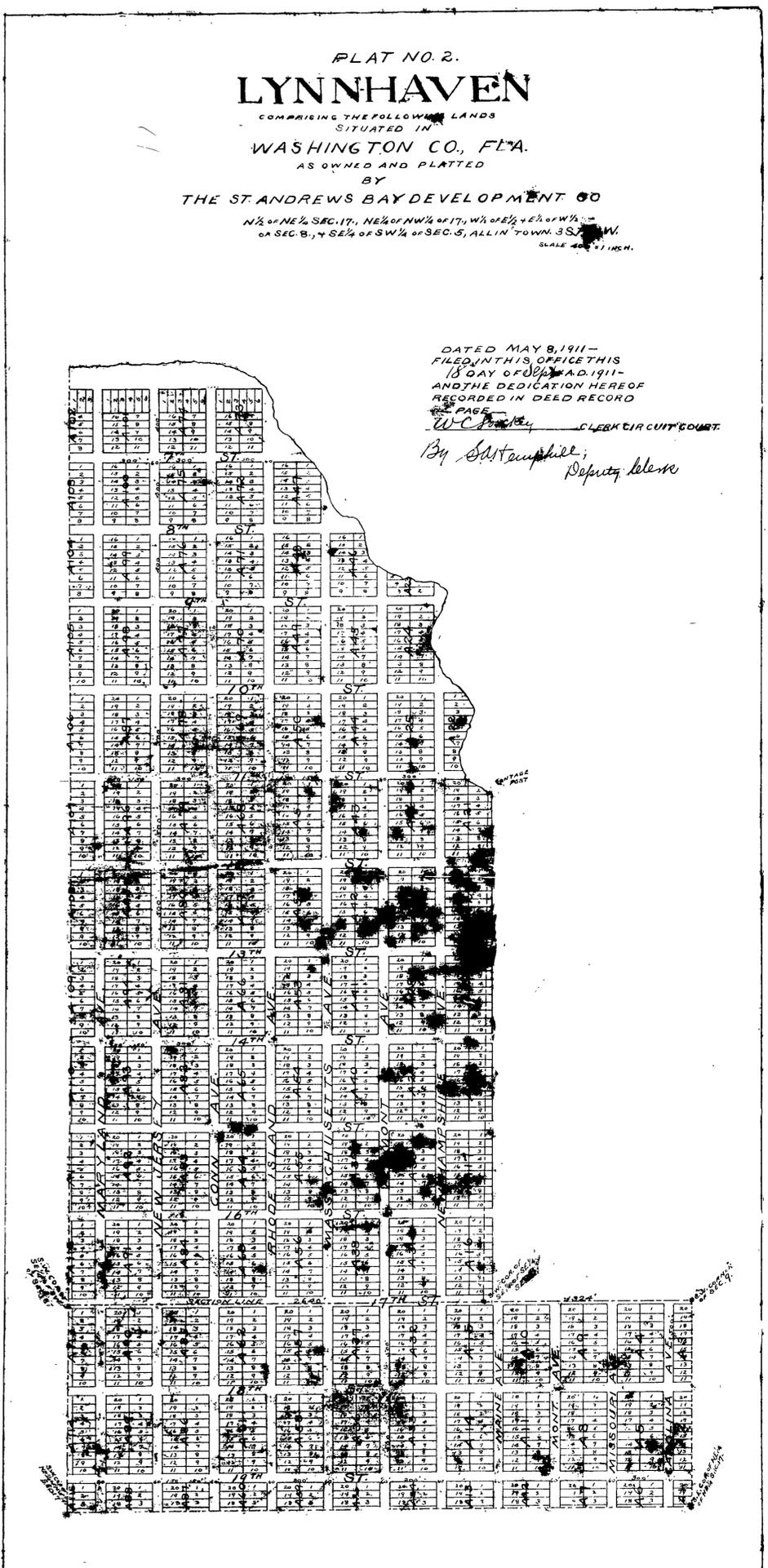
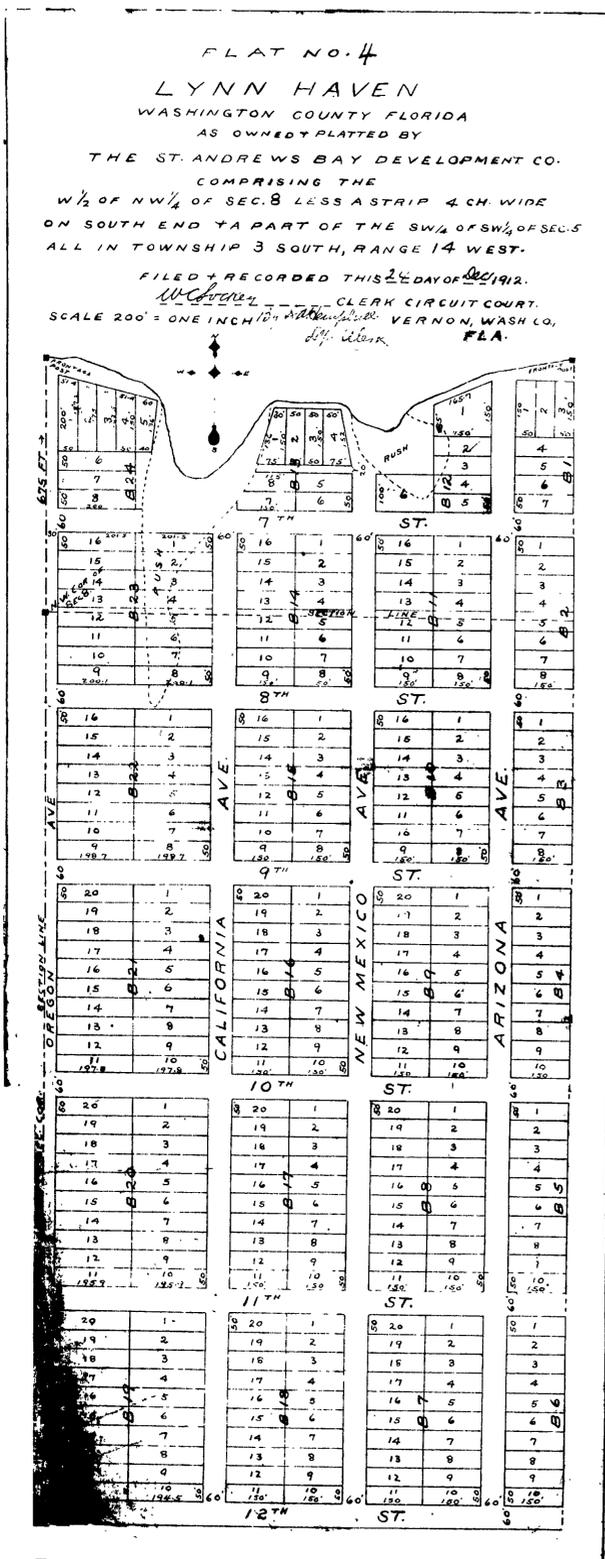
STATE OF FLORIDA,
WASHINGTON COUNTY.

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly authorized to administer oaths and take acknowledgements, A. H. Lynn to me well known to be the person and officer described in the foregoing dedication and he acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein set forth.

Witness my hand and official seal at Panama City, County of Washington and State of Florida, this 7th day of January A. D. 1911.

G. F. McKenzie
Notary Public
My Commission expires January 28, 1914

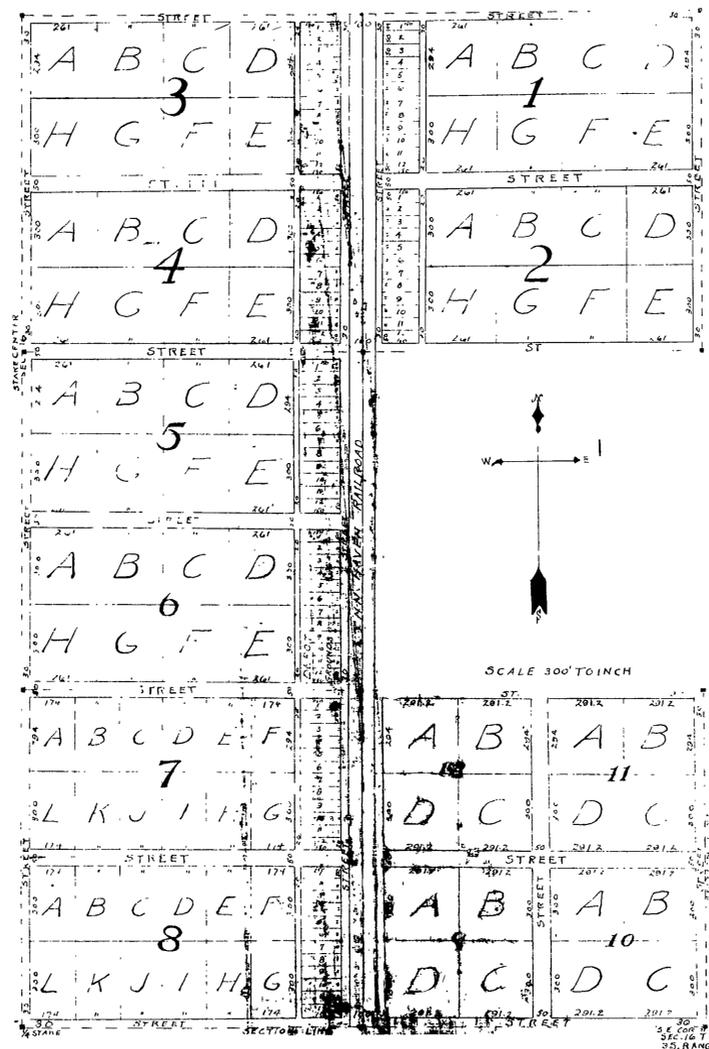
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THE
 SCARLETT ADDITION
 TO
 LYNN HAVEN



W. F. ROWLES

5-14
10A

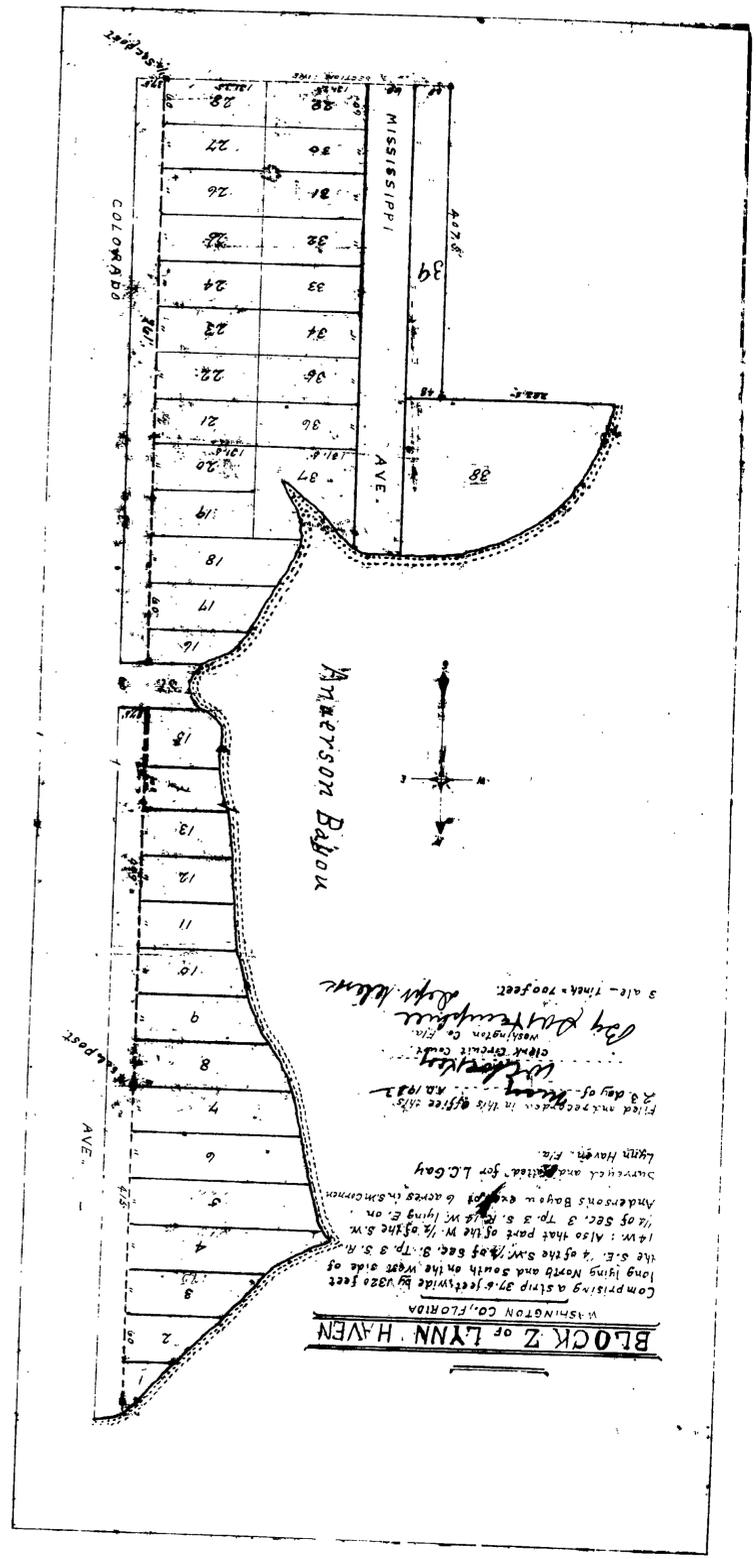
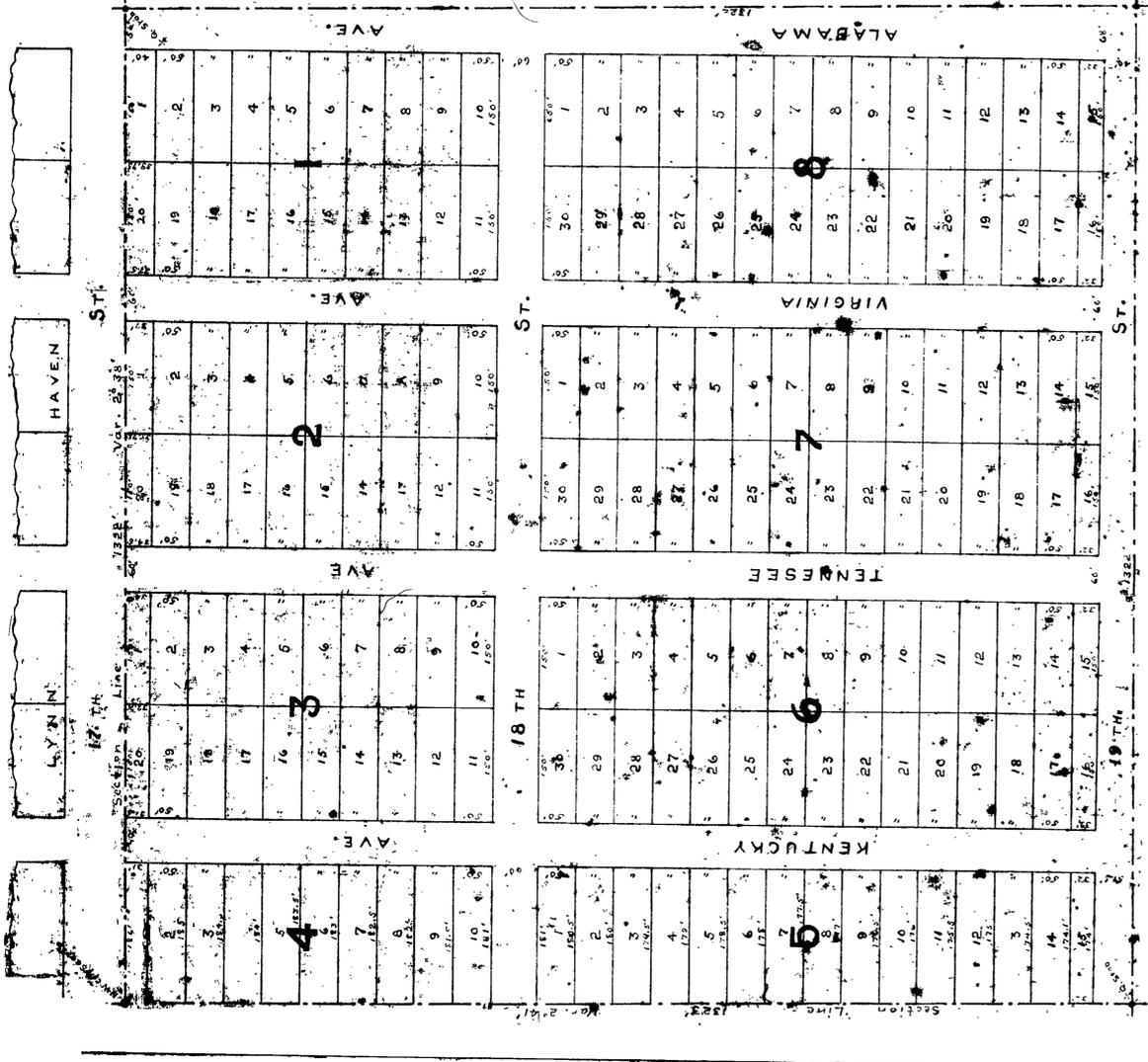
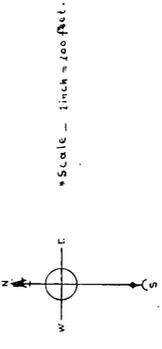
PLAT
OF
LYNN HAVEN

WASHINGTON COUNTY,
FLORIDA.

As owned and platted by T. E. Crawford,
comprising the N.W. 1/4 of the N.W. 1/4 of Sec. 16
Tp. 3 South Range 14 West.

Filed and recorded in this office this 5th
day of February A. D. 1927

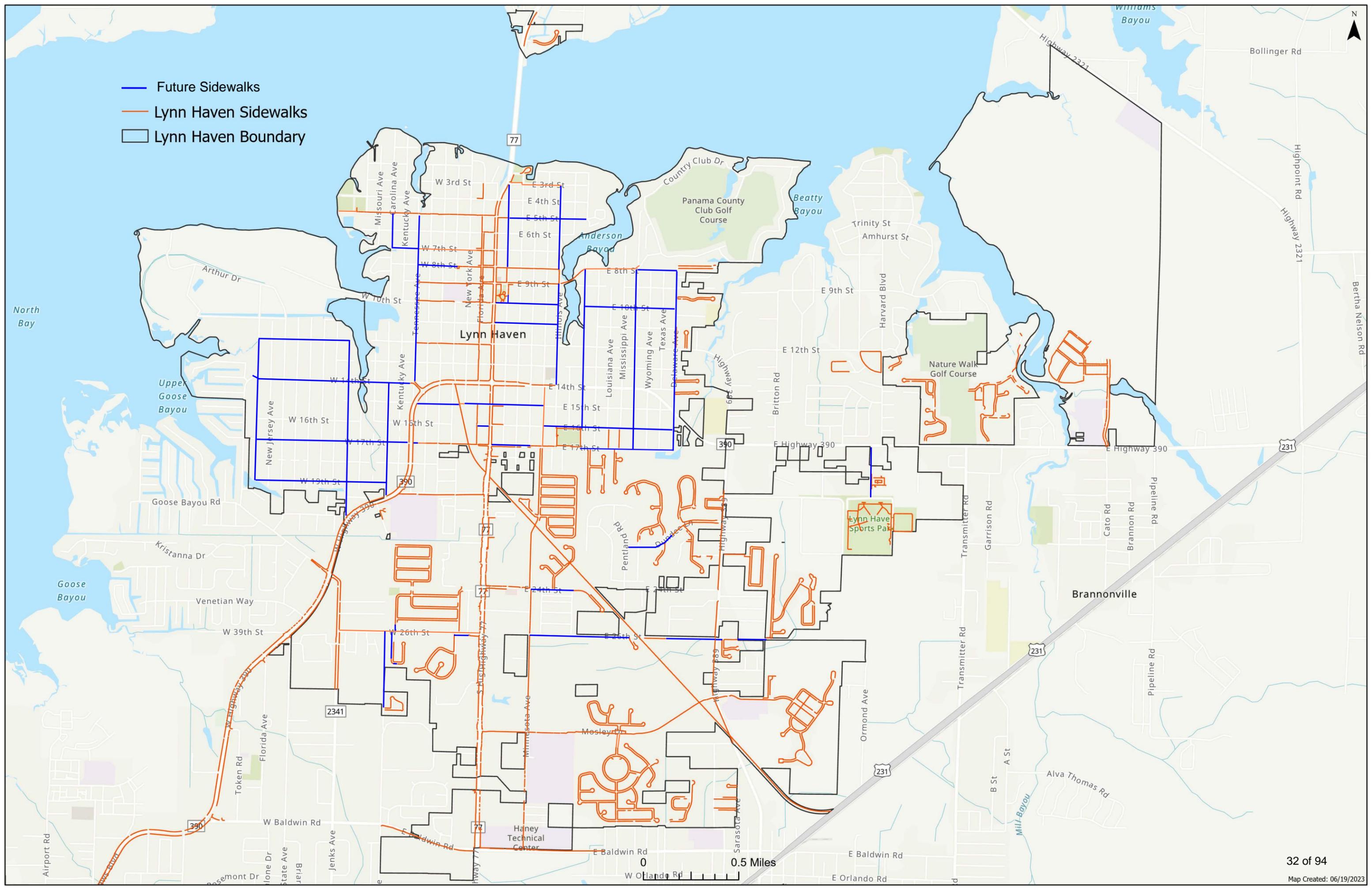
T. E. Crawford
Clerk of Circuit Court
Washington Co., Fla.
By: [Signature]
Deputy Clerk



LYNN HAVEN ROW MAP 010526



- Future Sidewalks
- Lynn Haven Sidewalks
- Lynn Haven Boundary





August 26, 2024

Re: New Sidewalk along Carolina and West 14 Street

To Whom It May Concern:

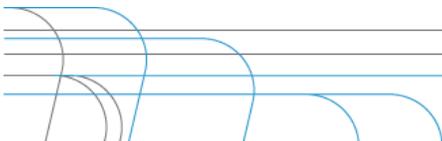
JENSEN USA Inc. enthusiastically supports the new sidewalk along Carolina Avenue and West 14th Street. The new sidewalk would benefit our community by providing safe pedestrian and bike routes to park areas. Along with a great addition to the existing sidewalk network, it would also create better and safer connectivity between the City's downtown area and the residential area.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read "Tony Biela".

Tony Biela

President – JENSEN USA Inc.



JENSEN USA, Inc.
99 Aberdeen Loop
Panama City, FL 32405
USA

www.jensen-group.com
T: 850-271-5959
F: 850-271-5901

NORDEA BANK FINLAND PLC
SWIFT-NDEAU3N/ABA 28010786
US \$: 7180073001
EURO €: 7180073101



September 09, 2024

Re: City of Lynn Haven Sidewalk Improvements

To Whom it May Concern:

The Bay County Chamber of Commerce fully supports the proposed sidewalk improvements for the City of Lynn Haven. Constructing a sidewalk on Carolina Avenue and West 14th Street will enhance the current sidewalk network and create many benefits including safety, mobility, and a more attractive community in which to live.

The Bay County Chamber of Commerce believes that safe, healthy, and attractive communities are a vital tool in retaining and recruiting businesses. Projects like these are important for Bay County to be competitive in the job market with today's economy.

You have full support of the Chamber as you seek funding for this program, and if there is anything else we can do, please let us know.

Sincerely,

A handwritten signature in blue ink that reads "Patrick W. Chapin".

Patrick W. Chapin
President/CEO



LYNN HAVEN ELEMENTARY

Soaring to Educational Excellence
Since 1913

Stacie Anderson
Principal

Stefanie Bohannon
Assistant Principal

August 26, 2024

RE: City of Lynn Haven Sidewalk Improvements

To Whom It May Concern:

Lynn Haven Elementary fully supports all sidewalk improvements in our neighborhood. These improvements will benefit not only our students, but all community stakeholders.

Many of the students who attend Lynn Haven Elementary live within two miles of our school and can be considered “walkers.” However, our parents are hesitant to allow their children to walk to school due to the lack of sidewalks surrounding the school and extending through the neighborhood, including the proposed Carolina Avenue project. As a result, they use our car loops for student drop-off and pick-up, creating a tremendous amount of traffic during our peak arrival and dismissal times. Managing this traffic, and associated safety concerns, has been a major undertaking for both the school and the Lynn Haven Police Department. Sidewalks providing safe pedestrian and bicycle routes for children and families would significantly improve the traffic flow.

Improving our sidewalks will also increase connectivity between our schools, city parks, commercial areas, and residential areas. Many of our Lynn Haven families would love to enjoy the benefit of living close enough to walk to these areas!

As you know, the success of our schools, including Lynn Haven Elementary, benefits everyone. Thank you for considering this proposal to improve access and impact our success.

Sincerely,

Stacie Anderson, Principal
Lynn Haven Elementary

andersl@bay.k12.fl.us
850-767-1454

BOARD OF DIRECTORS

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Ashley Ice

Vice Chair

Ricky Ramie

Treasurer

Jeremy McSpadden

Secretary

Jodi Asbell

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Kaydee Albritton

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Ty Mitchell

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Chris Young

Honorary Board Member

Jason Tunnell

President/CEO

Ron Sharpe

Chief Operating Officer

Joan White

The Arc of the Bay
St. Andrew Bay Center, Inc.

Contact Information

1804 Carolina Avenue

Lynn Haven, FL 32444

Phone: (850) 265-2951

Fax: (850) 248-2952

www.bayarc.org

August 23, 2024

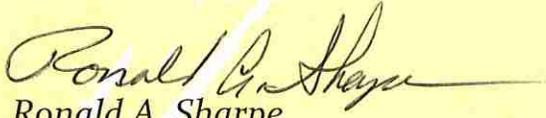
RE: City of Lynn Haven Sidewalk Improvements

To Whom It May Concern:

The St. Andrew Bay Center, Inc., dba, The Arc of the Bay fully Supports the proposed sidewalk improvements in the City of Lynn Haven. The installation of ADA compliant sidewalks would greatly benefit our community by providing safe pedestrian and bike routes to the three of the City's major park areas. These sidewalks would be a great addition to the existing sidewalk network. It would also create better and safer connectivity between the City's historic downtown area and residential districts.

The Arc of the Bay believes that this is a great opportunity to create safe recreational routes for the community within the City of Lynn Haven.

Most sincerely,



Ronald A. Sharpe
President/CEO,
The Arc of the Bay



Lynn Haven Police Department

Chief of Police Ricky Ramie

108 East 9th Street, Lynn Haven, FL, 32444
850-265-4111



Memorandum

To: Bend Janke, CRA Director
From: Deputy Chief Charles S. Enfinger
Date: 08/23/2024
RE: Sidewalk Improvements

The Lynn Haven Police Department is in full support of the proposed sidewalk improvements along Carolina Avenue and West 14th Street. Both of these streets are heavily used streets that cut through residential neighborhoods by motorists to get to Mowatt Middle School and an industrial area where many people are employed. Residents in these neighborhoods will benefit tremendously from sidewalks along these streets not only in terms of pedestrian safety but also in the smooth flow of traffic not being bogged down with pedestrians in the streets.

In conclusion, the Lynn Haven Police Department is in full support of satisfying this need for sidewalks.

cc:

Transportation Alternatives Program

Project Scoring Criteria

City of Lynn Haven - Carolina Ave. sidewalk project 01/14/2026



2019

Project Scoring Criteria Background

The Bay County Transportation Planning Organization (TPO) Transportation Alternatives Program (TAP) Project Scoring Criteria has been written to assist the Bay County TPO and advisory committees with the review and ranking of the submitted TAP applications. The purpose of the BAY COUNTY TPO TAP Project Scoring Criteria is to convey the BAY COUNTY 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 Bay County 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 Bay County 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 the Federal Highway Administration, 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 Local Agency Program (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	15	13
Criterion 3	Proximity to Population Served	10	10
Criterion 4	Public Support	15	15
Criterion 5	Proximity to School	15	15
Criterion 6	Design Amenities	10	9
Criterion 7	Environmental/Archaeological Projects/ Historic Preservation	5	1
Criterion 8	Age of Project <i>1 point per year, capped at 5 years</i>	5	2
	Total	100	81

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.	Pts	
Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2	2
High crash corridor = >10 pedestrian/cyclist incidents from the past 5 years	3	

Project is Designed to Avoid Moderate and High Crash Corridors Provide a brief description to address claimed points. Maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists.	Pts	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	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	1
Reduces traffic volume in tourist/commercial areas	1	

Project located next to the Arc of the Bay.

Planned ped crosswalk at Arc of the Bay

<p>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.</p> <p><u><i>Provide a brief description for each claimed criterion – notate on map where applicable.</i></u></p>	Pts	
<p>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.</p>	1	1
<p>Defined Space A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.</p>	1	1

Vehicle Traffic					
<p>The current Annual Average Daily Traffic (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.</p>					
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

SR 390

Total Points for Safety Criteria	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	1	1	SR 390 comm. corridor
Improves access to parks and recreational areas	3	3	
Provides pedestrian/bicycle facilities where none exist	3	3	no sidewalk on Carolina
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	1	1	Comp Plan
Fills a documented gap in an existing transportation network	2	2	City sidewalk master plan
Demonstrates joint multi-jurisdictional partnership	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	3	Mowat School Rd., bayway stop
Total Points for Connectivity Criteria		13	

Criterion 3: Proximity to Population Served- Project makes significant

improvements to a facility in proximity to a medium-to-high density or intensive 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: 10

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

<i>Provide the name and location of each claimed destination</i>		
High Interest Select One (5 pts total)	Moderate Interest Select One (3 pts total)	Low Interest Select One (2 pts total)
Town Center – Square	Multi-Family Development	Low Density Single Family (detached single family developments)
Mixed Use Center	Park and Ride Lot	Post Office
Major Employment Center (over 150 employees) Office Park, Big Box Retail	Park	Bank
Transit Center/Station (serves multiple routes and networks)	Greenway	Bus Stop (typically a bench or 5-15 person shelter)
School: K-12 School Facility (within 2 miles)	Retail Center	Rural Road Bike Routes
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	
	Hotels	

Total Points for Proximity to Population Served Criteria	10
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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	
Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source)	10	
Letter of support from 2 local governments; or a letter of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)	15	15

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

Total Points for Public Support Criteria	15
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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 - <u>List the name and address of schools within the 2-mile project radius</u>	Pts	
Project >2 miles from a school	0	
Project within 1-2 miles of a school	10	
Project within 1 mile of a school	15	15

Total Points for Proximity to School Criteria	15
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Criterion 6: Design Amenities- Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

General Design - <i>Provide a brief description for each claimed criterion – notate on map where applicable</i>	Pts	
Addresses both walking and biking	2	2 encourages middle school students to walk or bike ride to school
Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	2 new sidewalk
Provides bike parking or seating for pedestrians	1	1 near Mowat Middle School
Provides trailheads, staging areas and parking	1	1 bike staging area at ped bridge
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	1	1 bike repair stand near Mowat school bridge
Prior Phases of this project are under construction or have been completed. <i>Provide documentation for the prior phases.</i>	1	
All Right of Way has been secured or none is needed	2	2
Total Points Design Amenities Criteria	9	

Criterion 7: Environmental/Archaeological Projects/

Historic Preservation

Environmental/Archaeological Projects/Historic Preservation	Pts	
Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies or construction of turnouts, overlooks, and viewing areas	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 or includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to avoid, minimize or mitigate impacts	1	
Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities or removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	1	
Project enhances access to an existing or planned activity center or includes community partnership between governmental and non-governmental organizations. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	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) or vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	1	1 encourages middle school students to walk/ bike ride to school

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	1	
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Criterion 8: Age of Project - Please provide documentation of previous project date submittal.

Age of Project	Pts	
Age of Project: 1 point per year, capped at 5 years	1-5	2
Total Points for Age of Project		2

Information Only — The following answers are for the TPO project review and will not be scored

Total project cost:	\$465,045		
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.	No. The City will provide the needed ROW in order to construct the new sidewalk.		
Total length of the project (miles) ?	0.59 miles		
How many intersections are located within the project boundaries?	6 intersections.		
Does the project address a unique safety issue not detailed in the Safety Criteria?	No.		
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3 – Proximity to Population Served

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.

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 less than 10 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.

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

Bus Stop: Typically, a bench, or 5 to 15 person shelter.



CITY OF LYNN HAVEN, FLORIDA

AGENDA NOTICE

THE PUBLIC IS INVITED TO ATTEND

This meeting is also viewable online at www.cityoflynnhaven.com - select YouTube OR Live Stream.

COMMUNITY REDEVELOPMENT AGENCY MEETING – TUESDAY JANUARY 13, 2026 – 5PM

CITY COMMISSION MEETING – TUESDAY JANUARY 13, 2026 – 5:30 PM

WALTER T. KELLEY CHAMBERS – CITY HALL - 825 OHIO AVENUE

Item	Page
1. Call to order.	
2. Invocation and the Pledge of Allegiance.	
3. Public Commentary.	
4. Additions, Deletions, Modifications of Agenda.	
5. Mayor’s Report.	
A. PROCLAMATION Martin Luther King Jr. Day 2026	3
B. PROCLAMATION Black History Month 2026	4
6. Commissioners’ Reports.	
7. Interim City Manager’s Report.	
A. Finance Report.	5
8. City Attorney’s Report.	
CONSENT AGENDA:	
9. Approval of Minutes dated 12/30/25 - Special meeting minutes.	6-16
**MOTION NEEDED TO APPROVE CONSENT AGENDA	
OLD BUSINESS	
10. Discussion and possible approval of Resolution 2026-01-504 Ratifying the proposed time/date change to the CRA’s Findings of Necessity document. (City Attorney)	17-21
TABLED ITEMS	
None.	
NEW BUSINESS	
11. Discussion and possible approval of appointing someone to fill the recently vacated Mayoral seat. (Interim City Manager)	
12. Discussion and possible approval of the Interim policy – Waiting to Engage. (Assistant City Manager)	22-32
13. Discussion and possible approval of removing Planning Board Members Mr. Parron and Mr. Murphy due to 3+ unexcused absences. (Interim City Manager)	33-41
14. Discussion and possible approval of drafting a new ordinance amending the Comprehensive Plan to reinstate the policy elements recommended by Florida Commerce. (Planning & Development Specialist)	42-143

Mayor Jesse Nelson

Commissioners Sam Peebles | Pat Perno | Jamie Warrick | Judy Tinder

Interim City Manager Chris Lightfoot

City Attorney Amy Myers

15. Discussion and possible approval of Resolution 2026-01-506 To support the FDOT grant application to fund a sidewalk project in Lynn Haven. (Director of Community Redevelopment Agency)	144-172
16. Discussion and possible approval of Resolution 2026-01-507 to reschedule the regular commission meeting scheduled for January 27 th 5.30pm to January 29 th 5.30pm. (Interim City Manager)	173-175
17. Discussion and possible approval of Resolution 2026-01-509 Awarding the Tennessee Avenue Sidewalk construction contract IFB 25.26-02 to BCL Civil Contractors in the amount of \$623,137.69. (Procurement Manager)	176-201
18. Discussion and possible approval of Resolution 2026-01-508 Awarding the Tennessee Avenue Construction CEI Services bid RFQ 25.26-01 to Panhandle Engineering as the most qualified bidder and authorize the City Manager to negotiate contract details. (Procurement Manager)	202-249
19. Discussion and possible approval of Resolution 2026-01-510 Awarding contract IFB 25.26-07 for Bell Circle Watermain Connection Loop Improvements to Mainline Construction, LLC in the amount of \$54,893.15. (Procurement Manager)	250-263
20. Discussion and possible approval of Resolution 2026-01-511 Awarding contract IFB 25.26-08 for Bradford Circle Water System Improvements to 850 Construction Services, LLC in the amount of \$277,823.47. (Procurement Manager)	264-277
21. Discussion and possible approval of Resolution 2026-01-512 to renew the 5-year Mutual Aid Agreement with Tyndall Air Force Base. (Fire Chief)	278-280
22. Discussion of Public Records Policy. (Commissioner Tinder)	281-284
23. Discussion of Employee Grievance Committee. (Commissioner Tinder)	
24. Adjourn.	

**IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING, THEY WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE THEY MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS BASED. FLORIDA STATE STATUTE 286.0105. **IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND FLORIDA STATUTES, 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT CITY HALL NO LATER THAN 48 HOURS PRIOR TO THE PROCEEDING AT TELEPHONE 850-265-2121 FOR ASSISTANCE; IF HEARING IMPAIRED, TELEPHONE THE FLORIDA RELAY SERVICE NUMBERS, (800) 955-8771 (TDD) OR (800) 955-8770 (VOICE) FOR ASSISTANCE.



CITY OF LYNN HAVEN, FLORIDA

14

Commission Agenda Report

Department: Economic Development

Prepared by: Bernd "Ben" Janke, AICP

Agenda Title: FDOT TA grant application support.

Staff Recommends: Approval or Resolution 2026-01-506 to support the FDOT grant application to fund a sidewalk project in Lynn Haven.

I. Report in Brief:

Request approval of the proposed resolution 2026-01-506 to support the FDOT TA grant application to fund a sidewalk project on Carolina Ave. in Lynn Haven.

Background:

City staff is preparing an FDOT Transportation Alternative (TA) grant application to request funds for the construction of a sidewalk on Carolina Ave. in Lynn Haven. The project is located on Carolina Ave. between SR390 and West 14th St. The submittal to FDOT requires a support resolution from the City Commission. This grant covers, if awarded, 100% of the project cost.



CITY OF LYNN HAVEN, FLORIDA

Commission Agenda Report

II. Budgeted Amount: n/a

Project #: TBD

III. Advertised: yes

Date: 01/09/26

Where: City website

Background Cont.:

IV. Alternatives:

V. Attachments:

Resolution #2026-01-506, grant application, project location map, project cost estimate, support letters.

RESOLUTION 2026-01-506

A RESOLUTION BY THE CITY OF LYNN HAVEN, FLORIDA TO SUPPORT CONSTRUCTION OF A SIDEWALK ON CAROLINA AVENUE WITH TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FUNDING; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, walking helps meet the goals of Chapter 339.175 Florida Statutes - Metropolitan Planning Organization - to serve the mobility needs of people while minimizing transportation related fuel consumption and air pollution; and

WHEREAS, Congress created the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 to address growing concerns about air quality, open space, and traffic congestion. The Transportation Alternatives (TA) Program strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system; and

WHEREAS, the addition of pedestrian facilities helps meet the goals of Chapter 163.3177 Florida Statutes - Comprehensive Plans - promoting alternative modes of transportation; and

WHEREAS, the Center of Disease Control (CDC) encourages people to walk for fitness, transportation, and fun; and

WHEREAS, this support is consistent with the Florida Statutes, Bay County Transportation Planning Organization (TPO), FDOT, MAP-21, and CDC policies supporting alternative means of transportation.

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Lynn Haven, Florida that they support the construction of a sidewalk on Carolina Avenue between SR 390 and 14th St.

PASSED and ADOPTED by the City Commission of the City of Lynn Haven this 13th day of January, 2026.

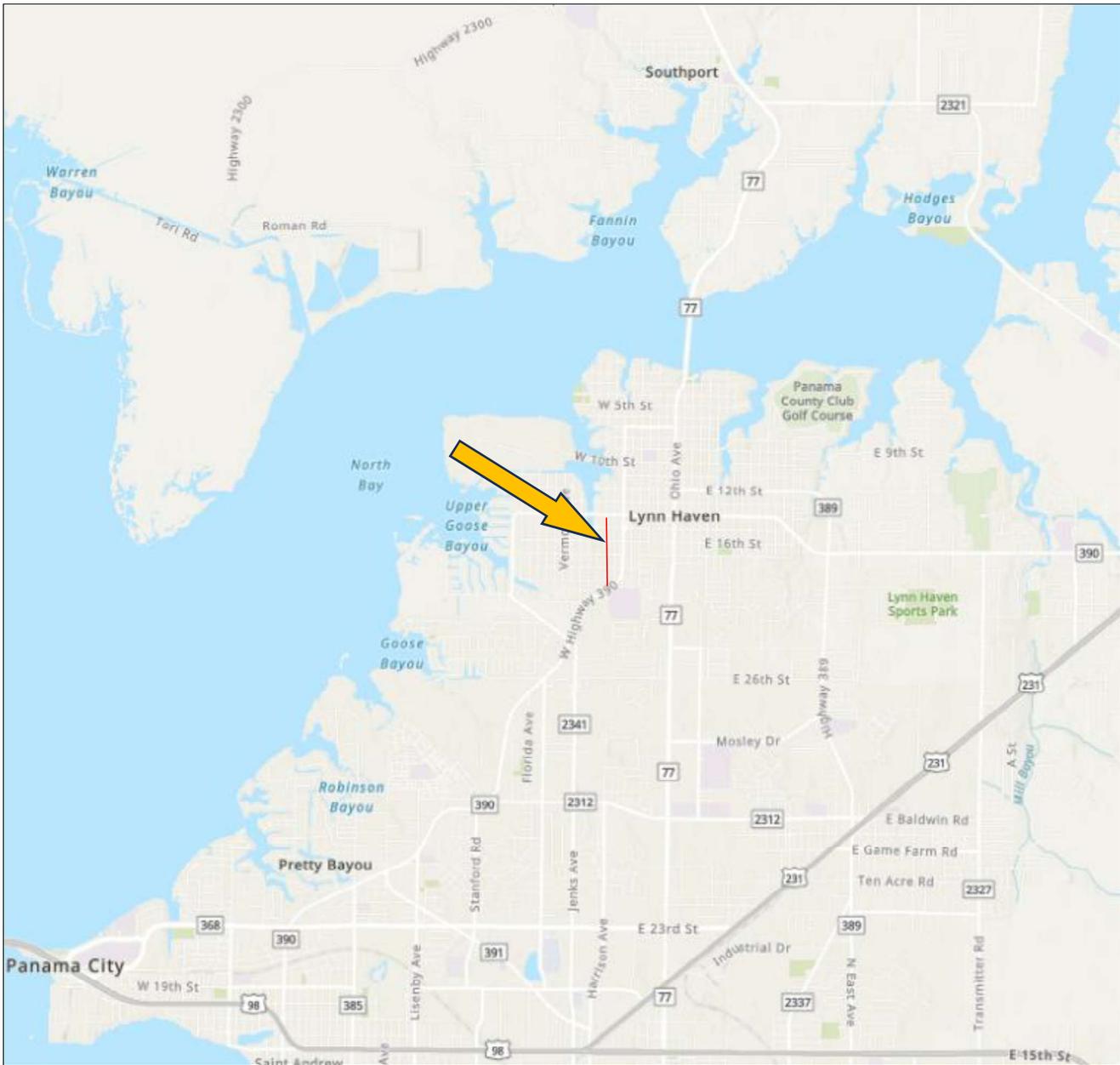
CITY OF LYNN HAVEN, FLORIDA

JESSE NELSON, MAYOR

ATTEST:

CHRIS LIGHTFOOT, INTERIM CITY MANAGER

PROJECT LOCATION MAP



PHASE I



0.28 miles on Carolina Ave., between SR390 and 17th St.

PHASE II



0.31 miles on Carolina Ave., between 17th St. and 14th St.



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.

City of Lynn Haven

3. Agency contact person’s name and title.

Bernd Janke, CRA Director

4. Agency contact person’s telephone number and email address.

850-248-0701, bjanke@cityoflynnhaven.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: and Expiration Date:

Responsible Charge Name:

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 Agency Name: Contact 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:** Carolina Ave. sidewalk project, between SR390 and 14th St.

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 Carolina Ave. and 14th St. sidewalk project (parts)

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 SR390 widening; project# 217875-4

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.

design of a typical 5ft wide concrete sidewalk along the east ROW of Carolina Ave. between SR390 and West 14th St.
 Phase I: Carolina Ave., SR390 to 17th St.
 Phase II: Carolina Ave., 17th St. to 14th St.

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.

City of Lynn Haven

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

Bay County

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)].

Carolina Ave.

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

West ROW line of SR390

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

South ROW Line of West 14th St.

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

0.59 miles or 3,138LF

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="text"/> | Number of walk or bicycle audits. | <input type="text"/> | Number of after school programs receiving pedestrian / bicycle safety instruction / education. |
| <input type="text"/> | Number of bicycle skills / safety classes. | <input type="text"/> | Number of bicycle rodeos. |
| <input type="text"/> | Number of pedestrian skills / safety classes. | <input type="text"/> | Number of pedestrian safety skills events. |
| <input type="text"/> | Number of community demonstration projects. | <input type="text"/> | 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="text"/> | Number of community encouragement activities. | <input type="text"/> | 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="text"/> | Number of community challenges. | <input type="text"/> | Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.). |
| <input type="text"/> | Number of community workshops / stakeholder meetings. | | |
| <input type="text"/> | Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education. | | |
| <input type="text"/> | Number of school assemblies receiving pedestrian / bicycle safety instruction / education. | | |
| <input type="text"/> | 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 Bay County 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 N/A

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.

2

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 N/A

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 The project was discussed at a City Commission meeting on 1/13/26. Resolution 2026-01-506

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 Bay County CTST meeting 1/21/26

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 City Commission meeting 1/13/26 and CTST meeting 1/21/26

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 Project was discussed with stake holders such as Mowat Middle School and The Arc of the Bay

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 Project concurs with City sidewalk master plan

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.

- Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**
 Yes No
- 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
- 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
- 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
- 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 intersection lights. Design would follow FDOT standards for intersections
- 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 the sidewalk will meet or exceed ADA design standards

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

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

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

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

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

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

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.).

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.

This funding request includes the design of the proposed sidewalk.

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.

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.**

The City owns the 60FT ROW. The ROW was recorded in 1911.

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 (\$)				Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	Federal Funds		Non-Federal / Local Funds		
TA Program (\$)	Other Federal (\$)			Non-TA/ Local Funds (\$)	Other (\$)			
Planning Development (Corridor or Feasibility)	<input type="checkbox"/>							\$ 0.00
PD&E	<input type="checkbox"/>							\$ 0.00
Preliminary Engineering / Design (PE)	<input checked="" type="checkbox"/>	07/26	12/26	\$ 50,000.00				\$ 50,000.00
Environmental Assessment (associated with PE)	<input type="checkbox"/>							\$ 0.00
Permits (associated with PE)	<input type="checkbox"/>							\$ 0.00
ROW	<input type="checkbox"/>							\$ 0.00
Construction	<input checked="" type="checkbox"/>	07/27	02/28	\$ 375,044.76				\$ 375,044.76
CEI	<input checked="" type="checkbox"/>	07/27	02/28	\$ 40,000.00				\$ 40,000.00
Other costs (describe)	<input type="checkbox"/>							\$ 0.00
Total Infrastructure Project Cost Estimate								\$ 465,044.76

*** 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

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: Carolina Ave. sidewalk project

LOCATION: Carolina Ave., from SR390 to West 14th St.

PROJECT LIMITS: (from south or west limit) West ROW line of SR390

(to north or east limit) South ROW line of West 14th St.

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

Chris Lightfoot

Name (please type or print)

Interim City Manager

Title

1/13/26

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).

City of Lynn Haven Sidewalks

City of Lynn Haven Sidewalks Phase 1

Cost Estimate for Sidewalk Between SR390 and 17th St.

ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	BID UNIT PRICE	BID PRICE
GENERAL COSTS					
1	Bonds and Insurance (1.5% of Bid Max)	1	LS	\$4,132.82	\$4,132.82
2	Lab and Materials Testing	1	LS	\$979.92	\$979.92
3	Maintenance of Traffic	1	LS	\$3,346.08	\$3,346.08
4	As-Built Surveys	1	LS	\$2,939.77	\$2,939.77
5	Erosion Control (Silt Fence)	1500	LF	\$4.05	\$6,075.00
Subtotal General Costs					\$17,473.59
SITE WORK COSTS					
1	Clearing and Grubbing	1	LS	\$1,673.00	\$1,673.00
2	Survey (By Owner)	1	LS	\$1,000.00	\$1,000.00
3	Import Fill	96	CY	\$27.50	\$2,640.00
4	Grading and Density	1	LS	\$5,000.00	\$5,000.00
5	Performance Turf (Sod)	834	SY	\$5.00	\$4,170.00
Subtotal Site Work Construction Costs					\$14,483.00
CONSTRUCTION COSTS					
1	Thermoplastic Striping (Crosswalks)	2	EA	\$1,000.00	\$2,000.00
2	Modify Existing Inlets	3	EA	\$1,100.00	\$3,300.00
3	Prefabricated Aluminum Pedestrian Bridge	40	LF	\$2,500.00	\$100,000.00
4	Concrete Sidewalk and Driveways	1000	SY	\$85.00	\$85,000.00
5	Detectable Warning Mat	5	EA	\$350.00	\$1,750.00
Subtotal Construction Costs					\$192,050.00
ENGINEERING COSTS					
1	Design	1	LS	\$30,000.00	\$30,000.00
2	CEI	1	LS	\$25,000.00	\$25,000.00
Subtotal Engineering Costs					\$55,000.00
10% CONTINGENCY					\$27,900.66
TOTAL SIDEWALK CONSTRUCTION COST					\$306,907.25
Notes:					
*This cost estimate is based on the documents provided by the City of Lynn Haven.					

City of Lynn Haven Sidewalks

City of Lynn Haven Sidewalks Phase 2

Cost Estimate for Sidewalk Between 17th St. and 14th St.

ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	BID UNIT PRICE	BID PRICE
GENERAL COSTS					
1	Bonds and Insurance (1.5% of Bid Max)	1	LS	\$4,513.04	\$4,513.04
2	Lab and Materials Testing	1	LS	\$1,070.08	\$1,070.08
3	Maintenance of Traffic	1	LS	\$3,653.92	\$3,653.92
4	As-Built Surveys	1	LS	\$3,210.23	\$3,210.23
5	Erosion Control (Silt Fence)	1638	LF	\$4.05	\$6,633.90
Subtotal General Costs					\$19,081.17
SITE WORK COSTS					
1	Clearing and Grubbing	1	LS	\$1,827.00	\$1,827.00
2	Survey (By Owner)	1	LS	\$1,000.00	\$1,000.00
3	Import Fill	104	CY	\$27.50	\$2,860.00
4	Grading ad Density	1	LS	\$6,000.00	\$6,000.00
5	Performance Turf (Sod)	910	SY	\$5.00	\$4,550.00
Subtotal Site Work Construction Costs					\$16,237.00
CONSTRUCTION COSTS					
1	Thermoplastic Striping (Crosswalks)	4	EA	\$1,000.00	\$4,000.00
2	Modify Existing Inlets	1	EA	\$1,100.00	\$1,100.00
3	Pipe Handrail - Guardrail	100	LF	\$150.00	\$15,000.00
4	Concrete Sidewalk and Driveways	1092	SY	\$85.00	\$92,820.00
5	Detectable Warning Mat	8	EA	\$350.00	\$2,800.00
Subtotal Construction Costs					\$115,720.00
ENGINEERING COSTS					
1	Design	1	LS	\$20,000.00	\$20,000.00
2	CEI	1	LS	\$15,000.00	\$15,000.00
Subtotal Engineering Costs					\$35,000.00
10% CONTINGENCY					\$18,603.82
TOTAL SIDEWALK CONSTRUCTION COST					\$204,641.99
Notes:					
*This cost estimate is based on the documents provided by the City of Lynn Haven.					



August 26, 2024

Re: New Sidewalk along Carolina and West 14 Street

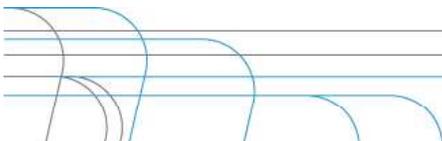
To Whom It May Concern:

JENSEN USA Inc. enthusiastically supports the new sidewalk along Carolina Avenue and West 14th Street. The new sidewalk would benefit our community by providing safe pedestrian and bike routes to park areas. Along with a great addition to the existing sidewalk network, it would also create better and safer connectivity between the City's downtown area and the residential area.

Yours Sincerely,

Tony Biela

President – JENSEN USA Inc.





September 09, 2024

Re: City of Lynn Haven Sidewalk Improvements

To Whom it May Concern:

The Bay County Chamber of Commerce fully supports the proposed sidewalk improvements for the City of Lynn Haven. Constructing a sidewalk on Carolina Avenue and West 14th Street will enhance the current sidewalk network and create many benefits including safety, mobility, and a more attractive community in which to live.

The Bay County Chamber of Commerce believes that safe, healthy, and attractive communities are a vital tool in retaining and recruiting businesses. Projects like these are important for Bay County to be competitive in the job market with today's economy.

You have full support of the Chamber as you seek funding for this program, and if there is anything else we can do, please let us know.

Sincerely,

Patrick W. Chapin
President/CEO

P.O. Box 1850 - Panama City, Florida 32402
Phone: 850.785.5206 - Fax: 850.763.6229 - www.panamacity.org



LYNN HAVEN ELEMENTARY

Soaring to Educational Excellence
Since 1913

Stacie Anderson
Principal

Stefanie Bohannon
Assistant Principal

August 26, 2024

RE: City of Lynn Haven Sidewalk Improvements

To Whom It May Concern:

Lynn Haven Elementary fully supports all sidewalk improvements in our neighborhood. These improvements will benefit not only our students, but all community stakeholders.

Many of the students who attend Lynn Haven Elementary live within two miles of our school and can be considered “walkers.” However, our parents are hesitant to allow their children to walk to school due to the lack of sidewalks surrounding the school and extending through the neighborhood, including the proposed Carolina Avenue project. As a result, they use our car loops for student drop-off and pick-up, creating a tremendous amount of traffic during our peak arrival and dismissal times. Managing this traffic, and associated safety concerns, has been a major undertaking for both the school and the Lynn Haven Police Department. Sidewalks providing safe pedestrian and bicycle routes for children and families would significantly improve the traffic flow.

Improving our sidewalks will also increase connectivity between our schools, city parks, commercial areas, and residential areas. Many of our Lynn Haven families would love to enjoy the benefit of living close enough to walk to these areas!

As you know, the success of our schools, including Lynn Haven Elementary, benefits everyone. Thank you for considering this proposal to improve access and impact our success.

Sincerely,

Stacie Anderson, Principal
Lynn Haven Elementary

andersl@bay.k12.fl.us
850-767-1454



BOARD OF DIRECTORS

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Ashley Ice

Vice Chair
Ricky Ramie

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Jeremy McSpadden

Secretary
Jodi Asbell

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Derrick Malnar
Ebony McCauley
Ty Mitchell
Sam Stone
Terry Tatum
Brittany Weisensale
Chris Young

Honorary Board Member
Jason Tunnell

President/CEO
Ron Sharpe

Chief Operating Officer
Joan White

The Arc of the Bay
St. Andrew Bay Center, Inc.

Contact Information
1804 Carolina Avenue
Lynn Haven, FL 32444
Phone: (850) 265-2951
Fax: (850) 248-2952
www.bayarc.org

August 23, 2024

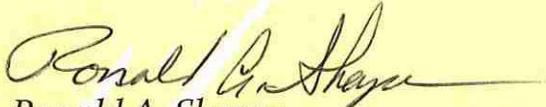
RE: City of Lynn Haven Sidewalk Improvements

To Whom It May Concern:

The St. Andrew Bay Center, Inc., dba, The Arc of the Bay fully Supports the proposed sidewalk improvements in the City of Lynn Haven. The installation of ADA compliant sidewalks would greatly benefit our community by providing safe pedestrian and bike routes to the three of the City's major park areas. These sidewalks would be a great addition to the existing sidewalk network. It would also create better and safer connectivity between the City's historic downtown area and residential districts.

The Arc of the Bay believes that this is a great opportunity to create safe recreational routes for the community within the City of Lynn Haven.

Most sincerely,


Ronald A. Sharpe
President/CEO,
The Arc of the Bay



Lynn Haven Police Department

Chief of Police Ricky Ramie

108 East 9th Street, Lynn Haven, FL, 32444

850-265-4111



Memorandum

To: Bend Janke, CRA Director

From: Deputy Chief Charles S. Enfinger

Date: 08/23/2024

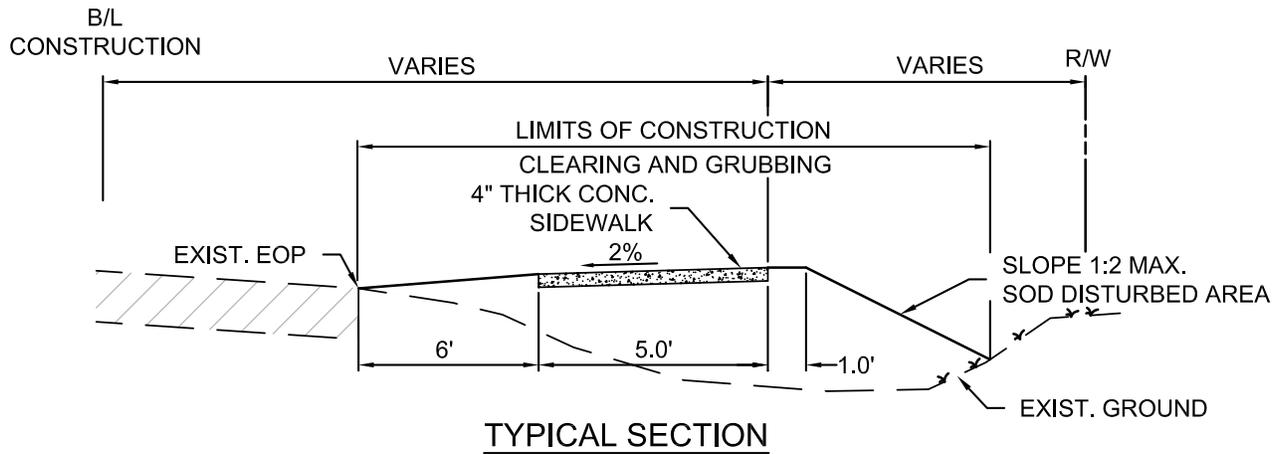
RE: Sidewalk Improvements

A handwritten signature in blue ink that reads "Charles S. Enfinger".

The Lynn Haven Police Department is in full support of the proposed sidewalk improvements along Carolina Avenue and West 14th Street. Both of these streets are heavily used streets that cut through residential neighborhoods by motorists to get to Mowatt Middle School and an industrial area where many people are employed. Residents in these neighborhoods will benefit tremendously from sidewalks along these streets not only in terms of pedestrian safety but also in the smooth flow of traffic not being bogged down with pedestrians in the streets.

In conclusion, the Lynn Haven Police Department is in full support of satisfying this need for sidewalks.

cc:



NOTES:

1. CROSS SLOPE NOT TO EXCEED 1:50 (2%).
2. RUNNING SLOPE NOT TO EXCEED 1:12 (8.33%), WITH 5' X 5' LEVEL LANDINGS EVERY 20'.
3. WIDTH OF SIDEWALK AS REQUIRED BY ORDINANCE.
4. SIDEWALK TO BE A MIN. 3,000 PSI CONCRETE WITH FIBER MESH AND WELDED WIRE.
5. CONCRETE SHALL BE CURED MIN. 24 HOURS AFTER POURING.
6. ½" DEEP, TOOLED CONTROL JOINTS SHALL BE PROVIDED AT A DISTANCE EQUAL TO THE SIDEWALK WIDTH OR EVERY 5', WHICHEVER IS LESS.
7. EXPANSION JOINTS SHALL BE PROVIDED AT A MAX. OF 50' AND WHERE CONCRETE IS PLACED ADJACENT TO EXISTING CURB, DRIVEWAYS, BUILDINGS AND WALKWAYS.

April 14, 2016 (08:40:20 EST)
 R:\068007 CITY OF LYNN HAVEN TWP SIDEWALKS\CIVIL\3DFOLDER\PRODUCTION\068007 LYNN HAVEN SIDEWALK GRANTING MOREN

Subject:	LYNN HAVEN SIDEWALK PROJECT CITY OF LYNN HAVEN BAY COUNTY, FLORIDA	Date:	MAR. 2016	Revision:	Sketch No.:
		Scale:	AS SHOWN		
  203 Aberdeen Parkway Panama City, FL 32405 850.522.0644		Project No.:	91566007	Drawing No.:	2 of 2
		85 of 94			

TRANSPORTATION MOBILITY ELEMENT

GOAL 1: Establish a Multi-Modal Transportation System that provides mobility options for motorized vehicle users along with pedestrians, bicyclists and transit users within the Lynn Haven City limits (Ordinance 1047; Adopted 12/12/2017)

OBJECTIVE 1: Roadway facilities and levels of service shall be improved and maintained to at least the minimum level of service standards shown in Policy 1-1. It shall ensure that new development does not occur faster than the City's ability to provide for infrastructure in a financially feasible manner necessary to support new development. The level of service standards shall not require that the City widen or construct new roadways to provide capacity to support new development or those impacts from adjacent municipalities.

Policy 1-1: The City of Lynn Haven hereby adopts the following minimum peak hour level of service standards consistent with Bay County's Comprehensive Plan and Florida Department of Transportation policy.

Roadway Types	Level of Service
Principle Arterials	D
Other Concurrency Management Systems Roadways	D
All Other Non CMS Roadways	E

Definitions:

Principal Arterials:

SR 77/Ohio Avenue; SR 390; CR 389/12th Street; CR 2312/Baldwin Road; CR 2321

Other Concurrency Management Roadways:

Local roadways (which are not considered principal arterials) that are reviewed and analyzed under the City's Concurrency Management System (CMS): 24th Street; 26th Street; Jenks Avenue; Mowat School Road; Minnesota Avenue.

All Other Non CMS Roadways:

Local roadways that are not reviewed or analyzed under the City's Concurrency Management System (CMS).

Policy 1-2: Any proposed new developments which cause the levels of service to fall below the adopted minimum in Policy 1-1, then such shall not occur unless mitigative measures are scheduled to occur concurrent with development impacts which would result in the minimum level of service being attained. Levels of service shall be assessed on a yearly basis.

Policy 1-3: Adequate roadway capacity necessary to support new development shall be required to be available “Concurrent” with the impact of that development. The City shall require that all new development acquire a Certificate of Level of Service (Concurrency) Compliance as a condition of approval of a final development order specifying the intensity and density of development. Adopted Level of Service standards shall be used as the criteria to measure available capacity.

Policy 1-4: A multi-modal mobility fee shall be adopted to ensure that developments fund (Partially or wholly) network improvements that mitigate its impact to the transportation system. This provision shall not exempt Developments of Regional Impact (DRI) from statutory requirements for proportionate share mitigation.

Policy 1-5: To recognize that certain roadways or specific segments will be congested and that congestion will be addressed by means other than adding capacity for motor vehicles and maintaining levels of service on those roadways. Explore the possibility of district wide level of service standards as opposed to the existing segment by segment roadway LOS.

OBJECTIVE 2: Reduce vehicle miles traveled (vmt) per household and minimize greenhouse gas emissions through interconnected developments that promote walking and bicycling as alternatives to personal motor vehicle use. Development densities and intensities within the urban core should be sufficient to support transit alternatives where possible. Development patterns should promote the use of urban clusters where mobility can be provided via multiple modes of transportation.

Policy 2.1: Provide mobility within the urban area through the development of an interconnected network of roadways that provide multiple route choices, alternatives to the State Road system and protect the Strategic Intermodal System (SIS). Provide better transit accessibility to employment and educational centers in a timely and cost efficient manner. Improve bicycle lanes, sidewalks or multi-use paths that connect to commercial centers, offices, educational and recreational uses.

Policy 2.2: Establish an Urban Cluster Transportation Mobility District within the City of Lynn Haven that promotes mixed-use interconnected developments that encourage walking and riding over motor vehicle use. The original core of the City of Lynn haven (north of 17th Street) is composed of a traditional grid network of local streets. It has little room for new growth but is ideal for re-development and increases in density that promote multi-modal options.

Policy 2.3: The City may engage in Public/Private Partnerships to develop an interconnected roadway network in undeveloped or underdeveloped portions of the Urban Cluster. The goal is to ensure that roadways can accommodate impacts from the new development along with existing traffic through intersection improvements and better access management.

Policy 2.4: All development within the Urban Cluster District shall maximize or improve existing roadway connections and minimize conflict points on major arterials through the use of shared access. They must provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development.

Policy 2.5: The mobility fee shall be reduced for development within the Urban Cluster District which shall serve as the boundary for a *Mobility Fee Reduction District*.

Policy 2.6: The Community Re-Development Area (CRA) is located within the proposed Urban Cluster Transportation Mobility District and is designated on the Future Land Use Map (FLUM) of the Comprehensive Plan. A further reduction in transportation mobility fees shall be applied for new development within this designated area.

OBJECTIVE 3: City Wide Mobility District: Establish a city wide mobility district outside of the Urban Cluster District. Developments outside of the Urban Cluster District shall be required to mitigate directly impacts to adjacent roadways where financially feasible. To the extent possible they should provide on-site multi-modal paths that connect to the external transportation network.

Policy 3-1: Amendments to the Future Land Use Element or Map will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impacts of additional traffic resulting from proposed land use plan amendments. The City will only extend the boundaries of the Urban Cluster District through a Comprehensive Plan Amendment.

Policy 3-2: The City will incorporate within their Land Development Regulations (LDRs) provisions which address the following:

- a) Frontage roads, joint access, or cross access easements where appropriate.
- b) Intersection locational restrictions for land uses including distance requirements for access cuts/driveways near intersections, as well as intersection spacing standards. Adopt FDOT Access Management Classification System and Standards.
- c) Building setback requirements and sight distance standards.
- d) Design standards for turn lanes, acceleration and deceleration lanes, turning radii, signalization etc.
- e) Incentives to mitigate poor existing traffic or access situations.
- f) Highway safety standards for all users with a focus on eliminating conflicts with bicycles and pedestrians.

OBJECTIVE 4: Land Use and Transportation Network Coordination: Establish a system to coordinate land use decisions and access locations in order to maintain and improve efficiency and safety of the transportation network.

Policy 4-1: The City shall review all proposed development during the Development Review process to ensure that adequate and safe on-site circulation for all modes of travel; vehicular, bicycles, & pedestrians, as well as parking locations are consistent with the goals of an efficient transportation system. In addition to Comprehensive Plan policies, all reviews shall include FDOT Access Management Standards. Design criteria, standards, and requirements to implement this policy shall be included in the update to the land development regulations.

Policy 4.2: New development shall be required to dedicate the necessary right-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths for turn lanes, bike lanes, recovery zones, stormwater, utilities, sidewalks, and/or multi-use paths. All development shall be responsible for providing sidewalks along the entire roadway frontage of their parcel to secure site plan approvals. This includes areas where no sidewalks currently exist.

Policy 4.3: New developments that are fifty (50) or more residential units in size or that generate more than 500 daily trips shall provide a minimum of two (2) functional access points. Exceptions for secondary access are permitted where adequate separation to meet access management standards are not available.

OBJECTIVE 5: Interconnected system of pedestrian and bicycle facilities: establish and continuously expand the network of sidewalks, bicycle lanes/paths and multi-use paths throughout the City. Establish greenways and scenic corridors for bicycle and pedestrian access for both recreation and functional transportation options throughout the City.

Policy 5.1: The City shall work to develop a bicycle and pedestrian master plan. A true multi-modal network is necessary to reduce personal vehicle miles travelled (VMT) and greenhouse gas emissions. This will allow VMT to be reduced by person trips. To achieve this goal, a comprehensive and inter-connected network of pedestrian and bicycle facilities must be planned and incorporated into the Capital Improvement Element of the Comprehensive Plan and public work program funding and construction.

Policy 5.2: New development proposals shall be reviewed to ensure that they provide connectivity to already built or planned multi-modal corridors.

Policy 5.3: The preferred location for sidewalks and multi-use paths is the edge of right of way, behind or in close proximity to existing or proposed vegetation to provide shade wherever possible.

Policy 5.4: Bike lanes or paved shoulders shall be provided whenever turn lanes are constructed on rural cross section arterial or collector roads. Bike lanes or paved shoulders shall be provided on all resurfacing or reconstruction roadway projects unless there are environmental or right-of-way constraints.

OBJECTIVE 6: Develop a comprehensive holistic transportation planning process: The City will work towards adopting policies and procedures to ensure the best planning processes are utilized to develop and expand the multi-modal transportation network for the City of Lynn Haven.

Policy 6.1: The City shall consider the plans of multiple agencies when developing their transportation master plan. The following plans should be reviewed and considered:

- a) FDOT adopted 5-year work program
- b) Annual Transportation Improvement Program and Long Range Plan of the Bay County Transportation Planning organization (BC-TPO)
- c) Transportation plans of all municipalities within Bay County
- d) Transportation plans of adjacent counties

Policy 6.2: Citizen participation shall be part of the transportation planning process. A Bicycle and Pedestrian Activities Committee (BPAC) should be formed comprised of advocates and users to ensure community interests are best served.

Policy 6.3: Coordinate with mass transit providers on route expansion, increased headways, and transit system shelters located adjacent to new missed-use developments.

Policy 6.4: The City shall actively participate in the TPO planning process and shall designate a City representative to serve on the Technical Advisory Committee to the TPO.

Policy 6.5: Through coordination with the TPO, the City shall support the provision of transportation services to the transportation disadvantaged.

OBJECTIVE 7: Right-of-way for future roadway improvements which are necessary for adequate traffic flow and arterial spacing shall be actively pursued.

Policy 7-1: Dedication of rights-of-way and easements for required improvements to support development traffic and to maintain adequate levels of service on the roadway network shall be required from private sector developers, in the following manner, through the adopted site approval process:

- a. Development-related improvements shall be at the expense of those who benefit, to include donation or dedication of right-of-way to the extent legally permissible; and
 - b. The value of the land taken (if the transfer of property is to be compensated by the entity building the roadway) shall be assessed at a rate which does not consider an inflated value due to the improved or new roadway, but is based on the value of the land in its condition and use prior to the roadway improvements.
-

ATTACHMENT F

Lynn Haven Land Development Regulations



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C. Right-of-way (R.O.W.) requirements. Street R.O.W. widths shall not be less than the standard set forth in the **Technical Standards Manual**.

D. Minimum street pavement width.

1. Street pavement widths shall not be less than that which is shown in the **Technical Standards Manual**.
2. Pavement width excludes curbs or concrete retainers.
3. The developer shall provide permanent FDOT type concrete curbs with integral concrete gutters depending on the type curb used on all streets, except alleys.

E. Street Grading. All streets & roads shall be graded so that pavements & sidewalks can be constructed to the required cross section, as provided in the **Technical Standards Manual**.

F. Street names, markers, & signs.

1. Street markers & traffic signs shall meet the requirements set forth in the **Technical Standards Manual**.
2. If street markers & traffic signs are to be installed by the City, the developer will reimburse the City for the cost of materials & labor to install the signs.
3. No street names shall be used which will duplicate or be confused with the names of existing streets.
4. Street names shall be subject to the approval of the City Manager.

G. Street lighting.

1. The developer shall provide street lights at least 1 every 400 feet & at all intersections.
2. The street lights shall meet the requirements, set forth in the **Technical Standards Manual**.

6.05.03. Bicycle & Pedestrian Ways.

A. Generally.

1. **Bicycle & pedestrian ways** shall be considered during the planning & development of transportation facilities, including the incorporation of such ways into State, regional, & local transportation plans & programs.
2. **Bicycle & pedestrian ways** shall be established, in conjunction with the construction, reconstruction, or other change of any state transportation facility, & special emphasis shall be given to projects in or within 1 mile of an urban area.
3. Notwithstanding the provisions of **Sections 6.05.03(A)(1) & (2)** above, **bicycle & pedestrian ways** are not required to be established, provided that justification is provided to demonstrate that:
 - a. Their establishment would be contrary to public safety;
 - b. The cost would be excessively disproportionate to the need or probable use; or
 - c. Other available means or factors indicate an absence of need.

B. Bicycle way access & connectivity.

1. Facilities should connect traffic generators & should be located along a direct line, convenient for users.
2. **Bicyclists** should have equal access to all streets.
3. Within a neighborhood, links should be considered through cul-de-sacs, making use of greenways, utility rights-of-way, & other open ways.
4. **Bicycle ways** shall be designed as shown in **Table 6.05.03(B)**.

Table 6.05.03(B). Bicycle Way Design Criteria.

<u>Street Type</u>	<u>Bike Lane Width (ft)</u>	<u>Measurement</u>
Without parking	Five (5)	Measured from the left side

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Table 6.05.03(B). Bicycle Way Design Criteria (continued).

<u>Street Type</u>	<u>Bike Lane Width (ft)</u>	<u>Measurement</u>
		stripe to face of the curb
With parking	Four (4)	Measured from the edge of pavement to motor vehicle travel lane
Bicycle parking lane	Thirteen (13)	Combined bike lane & parking lane
One-way streets	The lane shall be placed on the right side of the street, except where a bicycle lane on the left will decrease the number of conflicts.	
Direction	Bicycle lanes are always one-way facilities, marked as such, & carry traffic in the same direction as adjacent motor vehicle traffic.	
Design Speeds	Where traffic speeds are 45 mph or greater, the minimum lateral separation from motor vehicles is 6 feet.	
Location	Bicycle lanes shall be placed between the parking lane & the motor vehicle traffic lane.	

C. Sidewalks.

- Sidewalks** shall be installed on both sides of all streets.
- Sidewalks** shall be installed in all subdivisions in all common areas.
- Time for installation:
 - Residential developments shall have up to 2 years to install all **sidewalks**.
 - Commercial developments shall install all **sidewalks** immediately.
- All **sidewalks** shall be installed in accordance with specifications, set forth in **Table 6.05.03(C)** & the requirements of the **Technical Standards Manual**.

Table 6.05.03(C). Sidewalk Design Criteria.

<u>Criteria</u>	<u>Standard</u>
Location	Both sides of all interior streets & along adjacent roadways.
Minimum width	5 feet.
Alternative width	6 feet with heavy travel of pedestrian traffic.

6.05.04. Visibility at Intersections. No construction or planting which would interfere with traffic visibility shall be maintained in any land use district within 14 & one half (14.5) feet of the intersection of the curb lines at street corners. This shall not apply to fences or shrubbery not more than 2 feet in height on private property. **See Figure 6.1** for an illustration of the visibility at intersections. (Ordinance 905)

6.05.05. Encroachments on Alleys. No encroachments of any kind, fixed or movable, shall extend into any existing recorded alley. However, where buildings in the commercial or industrial district are separated by an alley, the buildings may be connected by an overhead bridge, walkway, or boardwalk, as long as such structures provide not less than 16 feet between the underside of the bridge & the mean ground level of the alley.

6.05.06. Standards for Parking Spaces & Parking Lots.

- A. Generally.
- Applicability. Off-street parking facilities shall be provided for all development within the City. The facilities shall be maintained as long as the use exists which the facilities were designed to serve,

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Jurisdiction: City of Lynn Haven
 Project Title: Carolina Avenue Sidewalk Project
 Project Limits: SR 390 to 14th Street
 Requested Phases and Costs: \$485,045 for Preliminary Engineering/Design, Construction, & CEI
 Contact Person: Bernd Janke, CRA Director

ECRC Evaluation and Cross-Check (Bay County TPO)					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	
1	Safety	25	16	13	
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	0 bike/ped crashes on corridor in last 5 years
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2	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	0	2 bike/ped crashes within 1/4 mile of corridor in last 5 years
	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	Mowat Middle School
	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	1	1	Pedestrian crosswalk at Arc of the Bay
	Reduces traffic volume in tourist / commercial areas	1	0	0	
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	1	1	
	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	-	-	SR 390: 20,400 AADT
	35,001-40,000	11	-	-	
	30,001 to 35,000	10	-	-	
	25,001-30,000	9	-	-	
	20,001-25,000	8	8	8	
	15,001-20,000	7	-	-	
	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	15	13	10	
	General Connectivity				
	Improves access to commercial areas	1	1	1	
	Improves access to parks and recreational areas	3	3	0	No parks/rec areas along corridor or nearby
	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	1	1	1	Comp Plan
	Fills a documented gap in an existing transportation network	2	2	2	City Sidewalk Master Plan
	Demonstrates joint multi-jurisdictional partnership	2	0	0	
	Transit Connectivity (select one)				
	Connects to existing bike/ped facility & does not connect to a transit stop	1	-	-	Transit stop on Mowat School Road
	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	3	3	
3	Proximity to Population Served	10	10	10	
	High Interest	5	5	5	Mowat Middle School
	Moderate Interest	3	3	3	North Bay Baptist
	Low Interest	2	2	2	Low Density Single Family, Bus Stop
4	Public Support	15	15	15	
	Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) within past 3 years	10	-	-	Resolution 2026-01-506 Private: Jensen USA, Inc., Bay County Chamber of Commerce, The Arc of the Bay Public: Lynn Haven Elementary, Lynn Haven Police Dept
	Letter 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) within past 3 years	15	15	15	
5	Proximity to School	15	15	15	
	Project > 2 Mile from a school	0	-	-	Mowat Middle School
	Project within 1-2 mile of a school	10	-	-	
	Project within 1 mile of a school	15	15	15	
6	Design Amenities	10	9	6	

	Addresses both walking and biking	2	2	2	
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	2	0	5' sidewalk
	Provides bike parking or seating for pedestrians	1	1	1	bike parking, 1 bench
	Provides trailheads, staging areas and parking	1	1	0	
	Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	1	1	1	bike repair station
	Prior Phases of this project are under construction or have been completed.	1	0	0	
	All Right of Way has been secured or none is needed	2	2	2	
7	Env / Archy / Historic	5	1	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 or includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to avoid, minimize or mitigate impacts	1	0	0	
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities or removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	1	0	0	
	Project enhances access to an existing or planned activity center or includes community partnership between governmental and non-governmental organizations. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	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) or vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	1	1	0	
8	Age of Project	5	2	2	
	1 pt/yr cap @ 5 yrs	1-5	2	2	
	Total Points	100	81	71	