



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.**

Walton County Board of County Commissioners

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

Anna Hudson, P.E.; Long Range Infrastructure Program Engineer

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

850-892-8108; anna.hudson@mywaltonfl.gov

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: January 18, 2023

and Expiration Date: June 30, 2025

Responsible Charge Name: Anna Hudson, P.E.

☐ 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:** Lake Jackson Multi-Use Path Phase 2 - Design

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

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

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

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

The proposed project request is for the design funds of a eight (8) ft asphalt multi-use path located along Lake Drive and Lake Rd to State Road 85, approximately one total mile in length. The project will commence on Lake Drive at the termination point of the existing multi-use facility, continue to the intersection of Lake Dr and Lake Rd and then continue on Lake Rd to terminate at the State Rd 85 intersection. The pedestrian facility will provide a connection to a County boat ramp along Lake Drive. The proposed multi-use path extension will tie-in to existing pedestrian facilities in Walton County that ultimately extend across the Alabama line to Florida. In Florida, the existing pedestrian facility connects an RV park, City park, a civic center and various residential subdivisions.

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.

Unincorporated Walton County limits

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

Walton 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)].

Lake Drive (portion of; approximately 0.5 miles) & Lake Rd (portion of; approximately 0.5 miles)

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

Southeastern Limit: Lake Drive, approximately 0.5 miles east from the intersection with Lake Rd

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

Northwestern Limit: Lake Rd Intersection with SR 85

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

Approximately 1.0 miles (5280 ft)

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.

- | | |
|--|---|
| <p><input checked="" type="radio"/> A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)</p> | <p><input type="radio"/> 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)</p> |
|--|---|

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

- ☒ **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).
- ☐ **Safe Routes for Non-Drivers** (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).
- ☐ **Conversion of Abandoned Railway Corridors to Trails** (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).
- ☐ **Scenic Turnouts and Overlooks** (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field.
- ☐ **Outdoor Advertising Management** (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field.
- ☐ **Historic Preservation and Rehabilitation of Historic Transportation Facilities** (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field.
- ☐ **Vegetation Management** (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field.

-  **Archaeological Activities** (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field.
-  **Stormwater Mitigation** (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).
-  **Wildlife Management** (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).
-  **Boulevards** (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow FDOT Context-Based Solutions). If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field.
-  **Recreational Trails Program** (Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)). If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field.
-  **Safe Routes to Schools (SRTS)** [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided.
-  **Other surface transportation eligible purpose** (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided.

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

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

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

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

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

PART 6 – AREA CONDITIONS

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

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

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

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

☐ Yes ☒ No N/A

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 Walton County is REDI Community & within limits of RAO

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

District 1

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 County/City identified project need; Discussed at BCC, TAC and other meetings

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 Project included as part of Transportation Advisory Committee discussion & needs list

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 Project discussed at multiple County Transportation Advisory Committee Mtgs & BCC

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

☐ Yes ☒ No N/A

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

PART 8 – CONCURRENCY / CONSISTENCY

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

☒ Yes ☐ No Meets County Comp Plan; Included in County Mobility Plan & RTP

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

PART 9 – ENVIRONMENTAL CONDITIONS

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

1. Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?
☐ Yes ☒ No
2. Does the project involve state-owned conservation lands? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity.
☐ Yes ☒ No N/A
3. Does a railway facility exist within 1,000 feet of the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility.
☐ Yes ☒ No N/A
4. Does the project physically cross a railway facility? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points.
☐ Yes ☒ No N/A
5. Would the project provide lighting at locations with nighttime crashes? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided.
☐ Yes ☒ No N/A
6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided.
☐ Yes ☒ No N/A

Part 9 - Environmental Conditions continued...

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided.
- ☐ Yes ☒ No ☐ N/A
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 ☐ N/A
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 ☐ N/A
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 County Boat Ramp (Lake Jackson Landing)
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 Project within existing County ROW; prelim review indicates some wetlands may be adj to ROW
13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".
- ☐ Yes ☒ No ☐ Unknown ☐ N/A
14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".
- ☐ Yes ☒ No ☐ Unknown ☐ N/A
15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown".
- ☐ Yes ☒ No ☐ Unknown ☐ N/A

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.

The proposed funding request is for the design and permitting phase of this project. The proposed multi-use path will be an extension of a previously designed and constructed multi-use path that currently terminates approximately midway along Lake Drive. Currently, the existing path extends eastward and continues across the Alabama State Line to Florala, encircling Lake Jackson and connecting various uses such as parks, a civic center, an RV park, and multiple residential subdivisions. The overall goal is to provide contiguous pedestrian facilities around Lake Jackson and this project is for the design of the next segment in order to move towards achieving that goal.

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

PART 11 – OWNERSHIP / ROW STATUS

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

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

☐ Yes ☒ No

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

The project is located along existing County right-of-way (Lake Rd and Lake Drive) and within existing State right-of-way (SR 85 Intersection). A survey of the existing right-of-way limits will be done as part of the plans development/design and permitting phase.

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 (\$)
				Federal Funds		Non-Federal / Local Funds		
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-TA/ Local Funds (\$)	Other (\$)	
Planning Development (Corridor or Feasibility)								\$ 0.00
PD&E								\$ 0.00
Preliminary Engineering / Design (PE)	✓	01/29	12/29	\$ 333,244.00				\$ 333,244.00
Environmental Assessment (associated with PE)								\$ 0.00
Permits (associated with PE)								\$ 0.00
ROW								\$ 0.00
Construction								\$ 0.00
CEI								\$ 0.00
Other costs (describe)								\$ 0.00
Total Infrastructure Project Cost Estimate								\$ 333,244.00

Part 12 - Project Implementation and Costs continued...



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

NI Cost Narrative Table

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

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

RESOURCES

FDOT Transportation Alternatives Program:

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

FDOT Local Programs Manual:

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

FDOT Office of Environmental Management PD&E Manual:

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

FDOT Context-Based Solutions

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

Florida Safe Routes to School Guidelines:

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



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Lake Jackson Multi-Use Path Phase 2 - Design

LOCATION: Walton County, FL

PROJECT LIMITS: (from south or west limit) Southern Limit: Lake Drive, 0.5 miles east from Lake Rd intersection

(to north or east limit) Northern Limit: Lake Rd intersection with SR 85

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.

Anna Hudson
* Signature

Anna N Hudson

Name (please type or print)

Long Range Infrastructure Program Engineer

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).

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3 - Chair
Donna Johns, District 4
Tony Anderson, District 5 – Vice Chair



P.O. Box 1355
DeFuniak Springs, FL 32435
Phone: (850) 892-8155
Fax: (850) 892-8454
www.co.walton.fl.us

RESOLUTION 2025 - 89

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE LAKE JACKSON MULTI-USE PATH AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

WHEREAS, the Florida Department of Transportation (FDOT) administers federal funding known as the Transportation Alternatives Set-Aside Program on behalf of the United States Department of Transportation, Federal Highway Administration's Surface Transportation Block Grant in which a portion of those allocations are for transportation alternatives or enhancements; and

WHEREAS, FDOT is accepting funding applications for small-scale transportation projects for the Transportation Alternatives Set-Aside Program for inclusion in the Tentative Work Program development cycle through Fiscal Years 2027-2032; and

WHEREAS, to obtain a grant from the Transportation Alternatives Set-Aside Program, the Walton County Board of County Commissioners (the "County") is supporting improvements within the Lake Road right-of-way to expand pedestrian facilities to enhance safety.

NOW, THEREFORE, BE IT RESOLVED by the Walton County Board of County Commissioners as follows:

1. At its regular meeting held on December 9, 2025, the County hereby endorses their commitment of infrastructure improvements for pedestrians and bicyclists as part of the Lake Jackson Multi-Use Path Project as a priority project for the County and should the County be awarded a Transportation Alternative Set-Aside grant for the construction phase, the County hereby endorses their commitment to the project's implementation, construction, maintenance, and financing.

2. The County has authorized its chair to execute this resolution.

3. The County has authorized Anna Hudson, Long Range Infrastructure Program Engineer, to apply for, administer, and apart from the grant agreement itself, execute any subsequent reports, forms, or documents required by the Transportation Alternative (TA) Grant program application, for the Lake Jackson Project, on behalf of the County.

ADOPTED on this 9th day of December, 2025.

ATTEST:

A handwritten signature in blue ink, appearing to read "Crystal Sponiers".
Crystal Sponiers, Clerk of the
Circuit Court and Comptroller

BOARD OF COUNTY COMMISSIONERS
WALTON COUNTY, FLORIDA

A handwritten signature in blue ink, appearing to read "Brad Drake".
Brad Drake, Chair

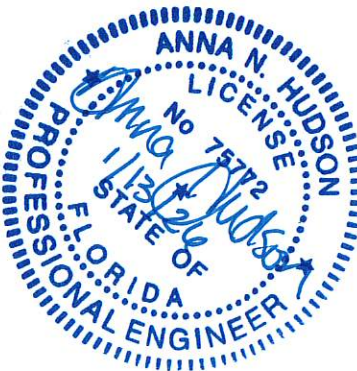


**OPINION OF PROBABLE COST
WALTON COUNTY
LAKE JACKSON MULTI-USE PATH PHASE 2 - FDOT ITEM AVERAGE UNIT COST, MARKET AREA: 01**

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
GENERAL					
0101 1	MOBILIZATION (10%)	1	LS	\$143,747.19	\$143,747.19
0102 1	MAINTENANCE OF TRAFFIC (ESTIMATED FOR 120 DAYS)	1	LS	\$85,000.00	\$85,000.00
				<i>Subtotal</i>	\$228,747.19
MULTI-USE PATH					
0110 1 1	CLEARING & GRUBBING	1.40	AC	\$21,399.79	\$29,959.71
0104 10 3	SEDIMENT BARRIER	4960.00	LF	\$3.64	\$18,054.40
0120 1	REGULAR EXCAVATION	2829	CY	\$10.56	\$29,874.24
0120 6	EMBANKMENT	2425	CY	\$14.25	\$34,556.25
0160 4	TYPE B STABILIZATION	6613	SY	\$13.40	\$88,614.20
0285 7	OPTIONAL BASE, BASE GROUP 04	6613	SY	\$29.94	\$197,993.22
0337 7 81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22 (1.5")	425	TN	\$183.11	\$77,821.75
0400 0 11	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-01 1	280	CY	\$2,250.00	\$630,000.00
	CROSSRAIN EXTENSION, END WALL WITH PIPE	3	LS	\$10,000.00	\$30,000.00
0515 23 11	PEDESTRIAN / BICYCLE RAILING, ALUMINUM ONLY, 42" TYPE 1	860	LF	\$126.89	\$109,125.40
0110 7 1	MAILBOX, F&I SINGLE	4	EA	\$330.99	\$1,323.96
0570 1 2	PERFORMANCE TURF, SOD	2506	SY	\$4.28	\$10,725.68
0700 1 111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	3	AS	\$562.26	\$1,686.78
0700 1 500	SINGLE POST SIGN, RELOCATE	6	AS	\$130.49	\$782.94
0705 11 2	DELINEATOR, NON-FLEXIBLE (ZICIA ZEBRA 9)	992	EA	\$166.18	\$164,850.56
0711 11 123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	180	LF	\$5.59	\$1,006.20
0711 11 125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	80	LF	\$10.08	\$806.40
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	2,000	GM	\$5,114.18	\$10,228.36
0527 2	DETECTABLE WARNINGS	2	SF	\$30.93	\$61.86
	<i>Subtotal</i>				\$1,437,471.91
	<i>Estimated Construction Cost - Subtotal</i>				\$1,666,219.10
	<i>Estimated Construction Cost Lake Jackson Multi-Use Path Phase 2 - Total</i>				\$1,666,219.10
	Estimated Design & Permitting Cost (20%)				\$333,243.82
	<i>Estimated CEI Cost (12%)</i>				\$199,946.29
	TOTAL ESTIMATED PROJECT COST				\$2,199,409.21

NOTES:

- *Unit price info obtained from FDOT Market Area One Moving Averages unless otherwise noted. Not a guarantee of unit price at bid.
- *Pay Items 0285 7 04 and 0337 7 81 unit costs were utilized from FDOT Statewide Moving Averages, from 2024/11/01 to 2025/10/31.
- The Market Area One Moving Averages appeared to be much higher for these line items than local bid results.
- * Pay Item 0400 0 11 unit cost was obtained from the median cost from local bids received for the CR 393N Roadway & Drainage Improvement Project. The FDOT Statewide Moving Averages, from 2024/11/01 to 2025/10/31, for this pay item was listed at \$938.55, which was significantly low for the bids recently received in this area.



WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3 - Chair
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Tony Anderson, District 5 – Vice Chair



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RESOLUTION 2025 - 89

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE LAKE JACKSON MULTI-USE PATH AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

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ADOPTED on this 9th day of December, 2025.

ATTEST:

Crystal Sponiers, Clerk of the
Circuit Court and Comptroller

BOARD OF COUNTY COMMISSIONERS
WALTON COUNTY, FLORIDA

Brad Drake, Chair



LAKE JACKSON MULTI-USE PATH PROJECT

Limits: Existing Path termination Pt on Lake Dr to Sr 85
(Approximately 1 mile)





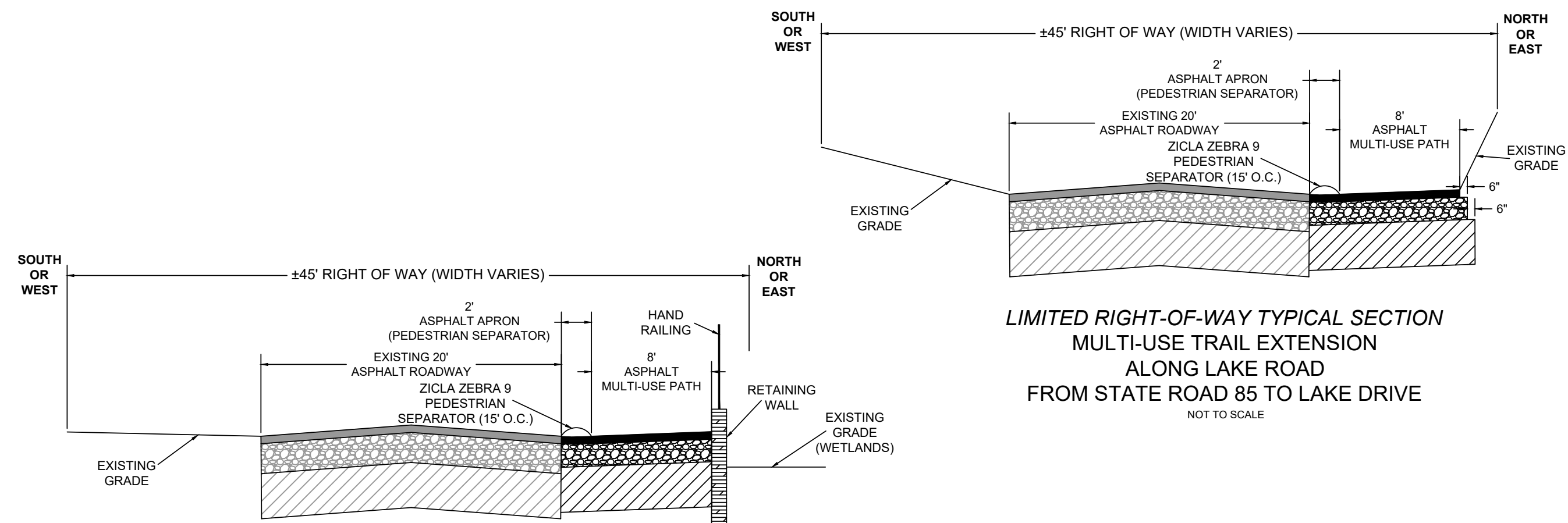
SHEET			C-1
SHEET 1 OF 1			
NO.	DATE	BY	
1			
2			
3			
4			
5			

TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD FROM
STATE ROAD 85 TO LAKE DRIVE

DATE	BY	DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
01/2025	AH	AH	DWB	AH	AH

Walton County
Public Works
Engineering Department
97 Montgomery Circle, DeFuniak Springs, FL 32435
TELEPHONE: (850) 992-8109 - FAX: (850) 992-8094

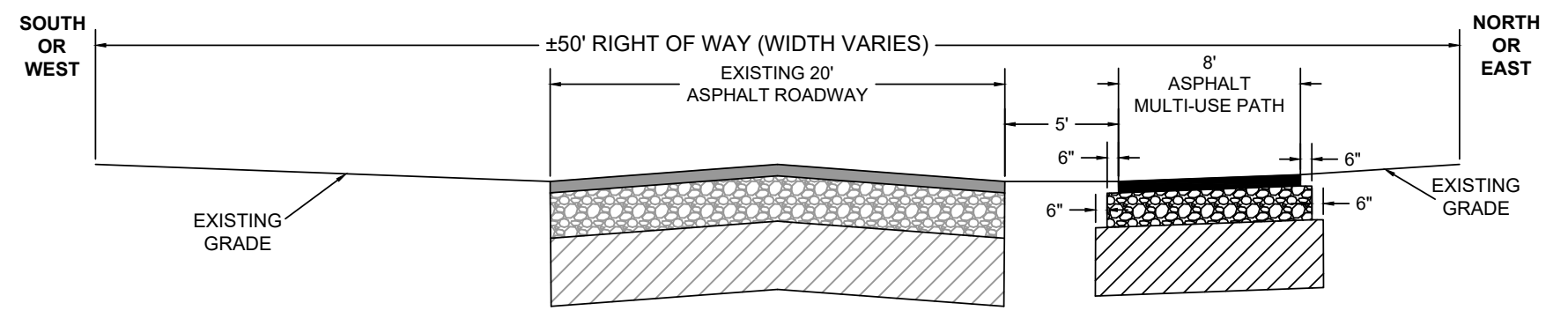
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LIMITED RIGHT-OF-WAY WITH WETLANDS TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD
FROM STATE ROAD 85 TO LAKE DRIVE
NOT TO SCALE

LIMITED RIGHT-OF-WAY TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD
FROM STATE ROAD 85 TO LAKE DRIVE
NOT TO SCALE

LEGEND	
EXISTING	PROPOSED
CONCRETE	
ASPHALT	
BASE	
SUB-BASE	



TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD
FROM STATE ROAD 85 TO LAKE DRIVE
NOT TO SCALE



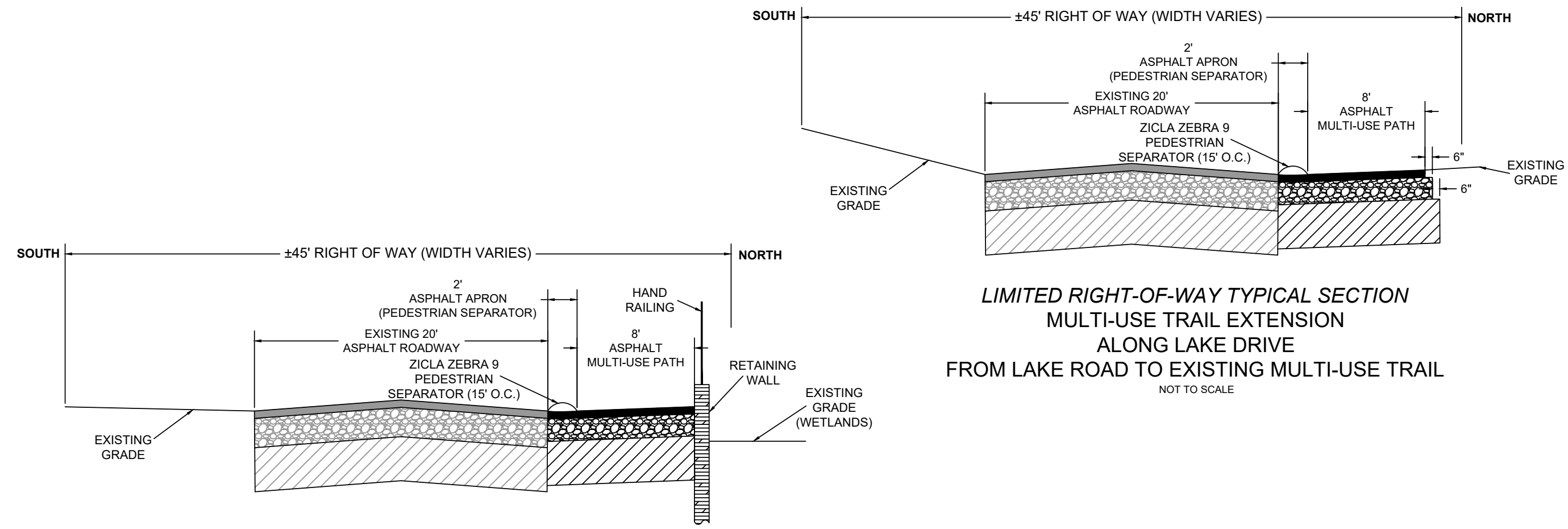
SHEET 1 OF 1				C-1
DATE	BY	DESIGNED BY	DRAWN BY	CHECKED BY
01/2025	AH	AH	DWB	AH
01/2025	DWB	DWB	AH	AH
01/2025	AH	AH	AH	AH

TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE FROM LAKE ROAD
TO EXISTING MULTI-USE PATH

DATE	BY	DESIGNED BY	DRAWN BY	CHECKED BY
01/2025	AH	AH	DWB	AH
01/2025	DWB	DWB	AH	AH
01/2025	AH	AH	AH	AH

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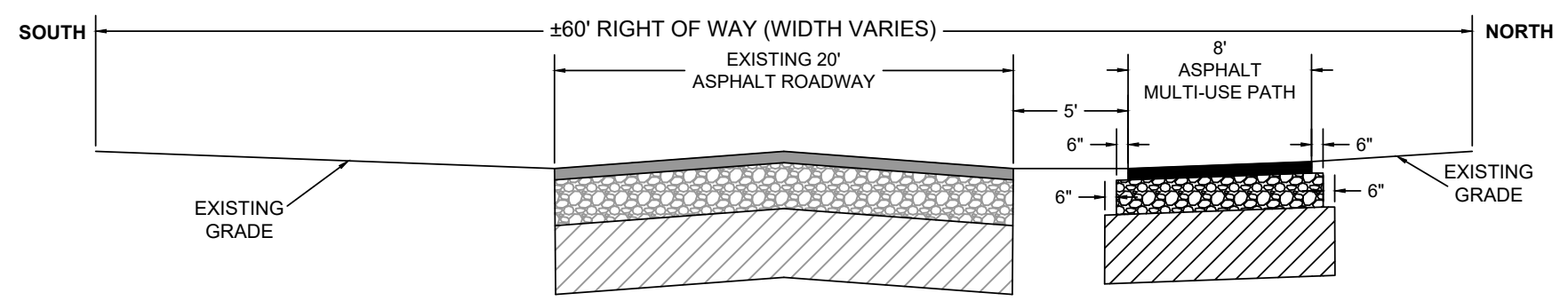
Date: _____



LIMITED RIGHT-OF-WAY WITH WETLANDS TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE
FROM LAKE ROAD TO EXISTING MULTI-USE TRAIL
NOT TO SCALE

LIMITED RIGHT-OF-WAY TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE
FROM LAKE ROAD TO EXISTING MULTI-USE TRAIL
NOT TO SCALE

	EXISTING	PROPOSED
CONCRETE		
ASPHALT		
BASE		
SUB-BASE		



TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE
FROM LAKE ROAD TO EXISTING MULTI-USE TRAIL
NOT TO SCALE

FDOT TRANSPORTATION ALTERNATIVES (TA) APPLICATION

PART 11-SUPPORTING DOCUMENTATION

PROJECT NAME: LAKE JACKSON MULTI-USE PATH PHASE 2 DESIGN

APPLICANT: WALTON COUNTY BOARD OF COUNTY COMMISSIONERS

SURVEY:

The County currently has prescriptive maintenance rights to Lake Drive and Lake Rd. We do not have formal right-of-way documentation at this time; however, a survey of the prescriptive right-of-way will be provided as part of the design phase. Included are some images of some maps that were obtained from the property appraiser.



APPROXIMATE RIGHT-OF-WAY WIDTHS ALONG LAKE DRIVE
& LAKE ROAD MULI USE PATH EXTENSION PROJECT

PART 8

SUPPORTING DOCUMENTATION

- a. Comprehensive Plan Excerpt
- b. ECRC Rural Plan Excerpt
- c. County LRTP/Mobility Plan Excerpt

TRANSPORTATION MOBILITY ELEMENT, GOALS, OBJECTIVES, AND POLICIES

GOAL T-1: ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR PEOPLE WALKING, BICYCLING, ACCESSING TRANSIT, DRIVING VEHICLES, AND USING NEW MOBILITY TECHNOLOGY THAT IS SENSITIVE TO THE BUILT AND NATURAL ENVIRONMENTS OF WALTON COUNTY.

Objective T-1.1: Walton County shall develop transportation corridors on state and local roads in order that the public health, safety, and welfare may be protected, preserved, and improved by planning for future growth and by creatively integrating land use, transportation, parking, and funding. .

Policy T-1.1.1: Walton County shall establish strategies in the Mobility Plan to facilitate local traffic using alternatives to major collector and arterial roadways to protect their inter-regional and intra-state travel functions. Part of the strategies shall be to continue to plan a parallel network of multimodal projects to reduce congestion on the State Highway System and provide alternative routes in the event of manmade or natural events that impede the function of the State Highway System.

Policy T-1.1.2: Walton County shall develop and maintain a Roadway Characteristics Map Series and Database to include a Functional Classification map. The Map Series and Database shall be periodically updated through resolution by the Board of County Commissioners.

Policy T-1.1.3: Walton County may develop Corridor Management Plans (CMP) which will contain the criteria to manage the land uses within and adjacent to the transportation corridors identified in Policy T-1.1.2 including restrictions on nonresidential and residential construction within the designated corridor and identification of permitted land uses within the corridor plan area.

Policy T-1.1.4: Walton County shall establish functional classification-based criteria to protect future needed rights-of-way for designated transportation corridors and other roadways within the County. Right-of-way needs may also be established based on transportation improvements identified in the Walton County Mobility Plan and/or Okaloosa-Walton Transportation Planning Organization (OWTPO) Long Range Transportation Plan (LRTP).

Policy T-1.4.5: Walton County shall coordinate with the OWTPO, the Emerald Coast Regional Planning Council, and the Florida Department of Transportation (FDOT) in developing a parallel network of local roads as alternative corridors to the State Highway System within the County which will help to provide additional capacity for both local and through traffic.

GOAL T-2: WALTON COUNTY SHALL PROVIDE FOR A SAFE, CONVENIENT, EFFICIENT, INTERCONNECTED, MULTI-MODAL TRANSPORTATION SYSTEM.

Objective T-2.1: Right of Way Protection. Walton County shall provide for the protection and acquisition of existing and future rights of way for all modes of transportation.

Policy T-2.1.1 Walton County shall maintain an advanced right-of-way acquisition program including the establishment of measures for their acquisition, preservation, or protection for all modes of transportation.

Policy T-2.1.2 The Capital Improvements Element and Program may contain line items each year for advanced right-of-way acquisition when necessary.

Policy T-2.1.3: To protect future needed rights-of-way the setbacks for all structures, parking, and horizontal infrastructure regulations shall be designated in the LDC for new development.

Policy T-2.1.4: No parking shall be allowed within the public rights-of-ways immediately adjacent to the traveled way of a public roadway facility except for public purpose including but not limited to: access to public facilities, beach access, and other similar public uses. Parking may be allowed in public rights-of-way, if approved by the County Engineer, for private commercially operated establishments if located along frontage/parallel roadways.

Policy T-2.1.5: Walton County shall protect the existing public easements and rights-of-ways from encroachment by new development by establishing measures within the LDC for this purpose.

Objective T-2.2: Establish Quality and Level of Service Standards based on the Future Land Use Map and the projected integrated transportation system.

Policy T-2.2.1: Walton County shall use the best available data, and use professionally accepted practices, in the development of its Quality and Level of Service analysis methodology, procedures, and assumptions in analyzing existing and future quality and levels of service of the multi-modal transportation system as part of updates to the Mobility Plan and Mobility Fee.

Policy T-2.2.2: Walton County shall adopt a Level of Service (LOS) standard of "D" (hereafter referred to as LOS "D"), for all County maintained arterials and collectors for the purposes of long range transportation and mobility planning, site access evaluations, regional funding opportunities and evaluating amendments to the future land use map or element that result in an increase in density or intensity.

The noted LOS standard does not apply to the following right-of-way constrained facilities:

CR 30A US 98 on the West End to US 98 on the East End

CR 2378 (Scenic 98) Okaloosa County Line to US 98 on the East End

Policy T-2.2.3: The minimum level of service standards adopted by Walton County for roads designated on the State Highway System and under the jurisdictional responsibility of the Florida Department of Transportation shall be based on and consistent with the statewide minimum level of service standards for the purposes of long range transportation and mobility planning, site

access evaluations, regional funding opportunities, and evaluating amendments to the future land use map or element that result in an increase in density or intensity, and pursuit of regional funding initiatives.

Policy T-2.2.4: Walton County shall evaluate the establishment of areawide roadway level of service standards and quality of service standards as part of updates to the Mobility Plan. The next update would include an existing conditions analysis to establish a benchmark from which to measure future performance of the Mobility Plan.

Objective T-2.3: The County shall develop a financially feasible Transportation Capital Improvements Schedule (CIS) to provide for the funding of multimodal projects as identified in the County's Mobility Plan and/or the Okaloosa-Walton Long Range Transportation Plan.

Policy T-2.3.1: The Okaloosa-Walton Transportation Planning Organization (OWTPO) Cost Feasible Plan, the OWTPO Transportation Improvement Program, the FDOT Strategic Intermodal System Plans, and other County revenue sources will be utilized in determining the financial feasibility and scheduling requirements of the County's CIS.

Policy T-2.3.2: The County's CIS will be updated on an annual basis to include, eliminate, defer, or delay construction of any multimodal project to account for changed conditions related to growth and/or funding.

Policy T-2.3.3: The County intends to engage in Public/Private Partnerships to develop an interconnected multimodal network in undeveloped and developing areas to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways. Updates of the Mobility Plan shall evaluate the establishment of future corridors for new facilities and upgrades of the functional classification of existing roadways.

Policy T-2.3.4: Comprehensive Plan amendments to the Future Land Use Element or Map and developments that result in an increase in density or intensity shall evaluate the transportation impact of the amendment as defined in the County's Guidelines. The entity requesting the amendment shall be required to demonstrate that the adopted LOS standards are maintained, and that additional required infrastructure is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within three (3) years of approval of the Comprehensive Plan Amendment to demonstrate that LOS standards are maintained for corridors that are identified as deficient.

Policy T-2.3.5: A mobility fee shall be adopted to ensure that development assist in funding multimodal projects and fully mitigates its off-site impact to the transportation system.

- A. Development shall satisfy off-site transportation impact mitigation obligations through payment of a mobility fee.

- B. Modes of transportation to be addressed by the mobility fee shall be walking, bicycling, accessing and riding transit, driving a motor vehicle, and using new mobility technologies.
- C. The mobility fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.
- D. The Board of County Commissioners shall have the ability to amend the Mobility Fee Schedule consistent with Florida Statute.

Policy T-2.3.6: New development shall be reviewed for site-related operational access improvements, in addition to mobility fee requirements to address off-site impacts, in accordance with the County's Site Access Evaluation Guidelines.

Policy T-2.3.7: New development may be required to pay for or construct site related operational access improvements to any publicly maintained un-improved dirt roadway or substandard roadway utilized to access new development, in addition to mobility fee requirements non site related access improvements.

Policy T-2.3.8: A methodology for assessing a cost of the site-related operational access improvement shall be developed which allows a development to construct a site-related operational improvements in its entirety and then be reimbursed by other future development that may benefit from such an improvement. The methodology shall also include a process to allow for payment for a site-related operational access improvement that may not be feasible due to right-of-way ownership, physical constraints, or pending improvements that could be expanded to include the site-related access improvement.

Policy T-2.3.9 Walton County shall establish LDC requirements for development to address circulation for people walking, bicycling, and accessing transit including internal sidewalks, bicycle paths, pick-up and drop-off areas, as well as connectivity to adjacent developments and multimodal facilities along development boundaries.

Policy T-2.3.10: All projects identified within the Mobility Plan are consistent with the Comprehensive Plan and should be considered for any future funding opportunities.

Policy T-2.3.11: Evacuation of populations during impending natural disasters shall be considered within the County's long range transportation planning process (Mobility Plan).

Objective T-2.4: Walton County shall regulate the provision of roadway access to the State Highway System and/or County Road Network for all development.

Policy T-2.4.1: Limit access to the State Highway System by controlling the number and location of site access driveways and other intersecting roads according to the procedures and standards outlined in FDOT Rule Chapters 14-96 and 14-97.

Policy T-2.4.2: Limit access to the County Roadway Network by complying with access management standards as established in the LDC.

Policy T-2.4.3: Shared driveways or cross-access easements shall be required for adjacent properties where feasible to promote interconnectivity.

Policy T-2.4.4: The use of parallel roads and shared access drives separated from through traffic shall be promoted to optimize the number of site access driveways and intersecting roads, where necessary to maintain the safe and efficient operation of the transportation system.

Policy T-2.4.5: No subdivision of lands shall occur within the County without an overall internal multimodal circulation plan and access management plan to include easement agreements between subdivided lands.

Policy T-2.4.6: The County shall establish LDC regulations and requirements for site related multimodal and vehicular access and cross-access, internal multimodal and traffic circulation, and the minimum number of primary, secondary, and emergency access connections for development.

Objective T.2.5: Walton County shall throughout the planning time frame ensure the transportation system is coordinated with the land use designations on the Future Land Use Map (FLUM). The transportation system elements shall complement the design of planned development regarding scale, composition, and density. The application of multimodal transportation strategies will be considered as appropriate.

Policy T.2.5.1: Walton County shall ensure that all amendments to the Future Land Use Map Series adopted by the County as well as any necessary traffic information related to large scale development activities are utilized to update to the Florida Standard Urban Transportation Model Structure (FSUTMS) model as deemed appropriate by the managing agencies.

Policy T.2.5.2: Walton County shall work with the appropriate agency, to validate the FSUTMS model to ensure the transportation needs of the County are accurately represented.

Policy T.2.5.3: Long range plans shall be developed and programmed through the Mobility Plan, the OWTPO LRTP and the County CIS as needed to ensure maintenance of the adopted LOS standards to accommodate the type and intensity of development as indicated on the FLUM.

Policy T-2.5.4: The County shall maintain a Roadway Characteristics database that includes robust transportation related data including functional classifications of roadways within the County.

Policy T-2.5.5: The adopted Mobility Plan shall contain the County's long range transportation plan map and future corridors map.

GOAL T-3: PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, PROMOTE MULTIPLE MODES OF TRAVEL , AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF WALTON COUNTY.

Objective T-3.1: Walton County shall encourage reduced energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, etc.), reduce travel demand, reduce environmental pollutants, promote multiple modes of travel, , and strive to provide transit access for all major traffic generators and attractors.

Policy T-3.1.1: Walton County shall continue to work with all possible transit providing agencies to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Mobility Fee System, Site Plan Review Process, and the implementation of internal and external transit plans.

Policy T-3.1.2: Walton County shall provide for existing and potential park & ride lot and mobility hub locations within the Mobility Plan.

Policy T-3.1.3: Walton County will promote the development of paths and ways for children, parents, and care givers to safely walk and bicycle around the vicinity of schools, parks, and other facilities where opportunities exist to utilize utility rights-of-way, drainage easements, and the right-of-ways previously accepted by Walton County.

Policy T-3.1.4: Walton County shall maintain an ongoing priority list for the installation of bicycle lanes and multi-use paths on County roads. Based on the Mobility Plan recommendations Walton County shall implement sidewalk and multi-use path construction projects where necessary to close existing gaps along arterial, collector, and local roads.

Policy T-3.1.5: Encourage people walking and bicycling, and accommodate people using mobility assisted devices, through connection of multimodal projects, excluding motor vehicles, to link residential areas with recreational and commercial areas in a safe manner, in part by requiring the construction of sidewalks, bike lanes, multi-use paths, installation of signage, develop inter-connectivity, and/or striping of roadways to accommodate non-motorized transportation facilities.

Policy T-3.1.6: Walton County shall encourage developments to interconnect with one another through the following methods:

- 1) extension of a public or private road from one project to another.
- 2) extension of a sidewalk from one project to another.
- 3) extension of a multi-purpose trail from one project to another.
- 4) internal connections with all new developments, existing developments, or parcels adjacent to the development.
- 5) curbless shared streets, play streets, or motor vehicle lite or free streets.

Policy T-3.1.7: Walton County shall facilitate the provision of transit stop improvements and pullout bays along roadways through the application of the LDC and through the site plan review process.

Policy T-3.1.8: Walton County shall periodically optimize and coordinate signal timing plans to reduce vehicular delay and vehicle emissions.

Policy T-3.1.9: Walton County shall encourage the development of multimodal travel modes to maximize energy efficiency and reduce environmental pollutants.

GOAL T-4: PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL, AND LOCAL AGENCY PLANS, AND REGULATIONS.

Objective T-4.1: Walton County shall actively participate and coordinate throughout the planning period with the goals and objectives of the OWTPPO, and other local, state, and regional transportation planning organizations.

Policy T-4.1.1: Walton County shall actively participate during all phases of the OWTPPO's continuing transportation planning process.

Policy T-4.1.2: Walton County shall review all plans and proposals throughout the planning process as it pertains to the OWTPPO's LRTP and Transportation Improvement Program (TIP) to ensure the County's best interests are represented and coordinate the OWTPPO's LRTP and TIP with the County's CIS, and this element to ensure consistency.

Policy T-4.1.3: Walton County shall work with the OWTPPO and all the cities within Walton County to review the feasibility of a comprehensive traffic management system.

Policy T-4.1.4: Walton County shall utilize the OWTPPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on congested facilities.

Policy T-4.1.5: Walton County shall continue to cooperate through inter-local agreements with the City of DeFuniak, City of Freeport, and the Town of Paxton in an effort to improve and maintain all common transportation corridors within the County.

GOAL T-5: WALTON COUNTY WILL FACILITATE ECONOMIC EXPANSION WITH STRATEGIC SUPPORT OF AIRPORTS AND MARITIME PORTS

Objective T-5.1: *Stimulate economic development in Walton County through cooperation with federal, state, regional and local agencies and plans to promote the growth and expansion of airports and ports.*

Policy T-5.1.1: Walton County shall coordinate with DeFuniak Springs Airport and the City of Freeport Port and work to incorporate them into the Counties CIE.

Policy T-5.1.2: Coordinate planned expansions of the airport and port facilities with federal, state, regional and local agency plans.

Policy T-5.1.3: Walton County shall work with the City of DeFuniak Springs and the City of Freeport to submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance.

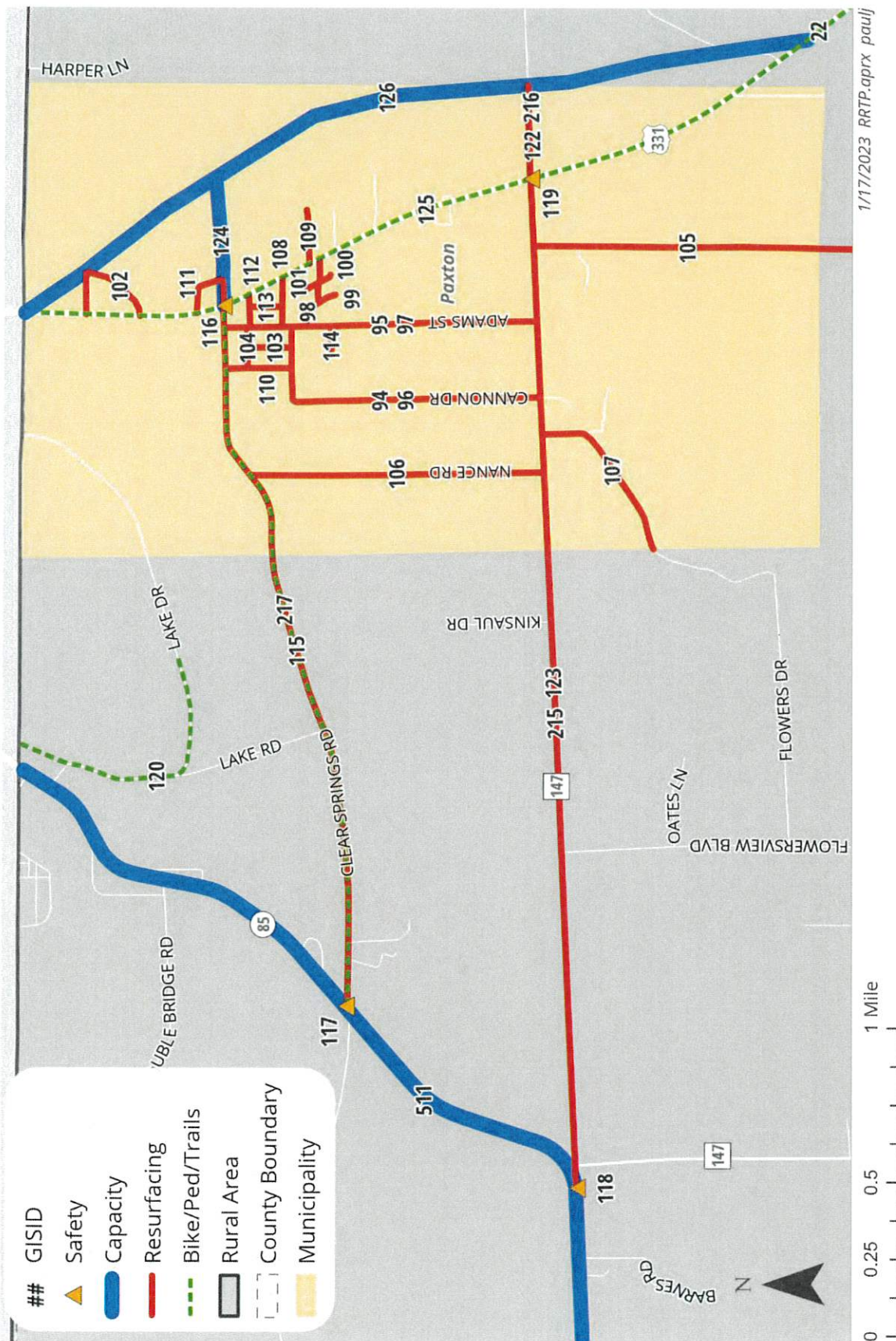
Policy T-5.1.4: Walton County shall, where feasible, work with the City of DeFuniak Springs and the City of Freeport to facilitate expansion of the Airport and Port facilities.



EMERALD COAST REGIONAL COUNCIL

REGIONAL RURAL TRANSPORTATION PLAN

Figure 8.7 - Rural Needs Plan Projects - Town of Paxton



1/17/2023 RRTP.aprx paulj

Regional Rural Transportation Plan

SAFETY				
Rank	Jurisdiction	Roadway	Improvement	GISID
1	Paxton	Co Hwy 147 @ US 331	Intersection improvements	119
2	Walton County	SR 20 E @ SR 81	Intersection improvements	213
3	Walton County	SR 2 @ US 331 N	Intersection improvements	212
4	Walton County	SR 2 @ SR 83	Intersection improvements	211
5	Paxton and NW Walton County	Co Hwy 147 @ SR 85	Intersection improvements	118
6	Paxton	Clear Springs Rd @ US 331	Intersection improvements	116
7	Paxton and NW Walton County	Clear Springs Rd @ SR 85	Intersection improvements	117
BIKE/PED/TRAILS				
Rank	Jurisdiction	Roadway	Improvement	GISID
1	Walton County	Clear Springs Rd	Bike/Ped Feasibility Study	217
2	Paxton, Walton County	Lake Jackson Multi-Use Trail	Multi-Use Trail	120
3	Paxton, Walton County	US 331 N	Bike/Ped Feasibility Study	125
4	Paxton	Adams Street Roadway & Pedestrian Improvements	Sidewalk	95
5	Paxton	Cannon Drive Roadway & Pedestrian Improvements	Sidewalk	94
6	Walton County	Co Hwy 147	Bike/Ped Feasibility Study	215
7	Walton County	Rock Hill Rd	Bike/Ped Feasibility Study	172



2045 MOBILITY PLAN & MOBILITY FEE TECHNICAL REPORT

September 2023

WALTON COUNTY


NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE
REPUBLIC
DESIGN

2ANTIN
CONSULTING, LLC

futureplan

Appendix TS: Paxton and North Walton CSP PMC and PLC

ID	Facility Name	From	To	Length (Miles)	Multimodal Project	Construction Entity	Description	Person Miles of Capacity (PMC)	ROW Required	Cost (PE, CST & CIE)	ROW Cost	Total Cost	PMC & PLC Notes
3	Clear Springs Road Extension	Paxton Bypass	US Hwy 331	0.40	New Road & Complete Street	County	New two (2) lane road with Complete Street elements such as paths and bike lanes.	5,355	YES	\$1,526,851	\$347,012	\$1,873,863	PMC & Cost = new two (2) lane undivided rural town major collector, plus two (2) bike lanes (4' to 5' wide) and a shared-use path (8' wide).
4	Clear Springs Road	US Hwy 331	SR 85	2.37	Upgrade Road & Complete Street	County	Upgrade and realign road, add Complete Street elements such as a path or trail and bike lanes. Construct major intersection improvements, including traffic control devices when warranted, at US 331 and SR 85.	26,449	YES	\$5,217,007	\$1,185,684	\$6,402,691	PMC = widen from two (2) lane rural town local to two (2) lane undivided rural town major collector, add two (2) bike lanes (4' to 6' wide), plus a shared-use path (8' wide). Cost = resurface existing two (2) lane road (20' wide), add two (2) flex lanes (6' wide), add a shared-use path (8' wide). Cost include \$1 million for intersection improvements and traffic control devices.
5	Co Hwy 147	Paxton Bypass	US Hwy 331	0.33	Upgrade Road & Complete Street	County	Upgrade and realign road, add Complete Street elements such as a path or trail and bike lanes.	3,089	YES	\$358,824	\$81,551	\$440,375	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = resurface existing two (2) lane road (20' wide), add two (2) flex lanes (6' wide), add a shared-use path (8' wide).
6	Co Hwy 147	US Hwy 331	SR 85	3.27	Upgrade Road & Complete Street	County	Upgrade and realign road, add Complete Street elements such as a path or trail and bike lanes. Construct major intersection improvements, including traffic control devices when warranted, at US 331 and SR 85.	30,607	YES	\$6,195,618	\$1,408,095	\$7,603,713	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = resurface existing two (2) lane road (20' wide), add two (2) flex lanes (6' wide), add a shared-use path (8' wide). Cost include \$1 million for intersection improvements and traffic control devices.
7	Lake Jackson Multi-Use Trail	Eastern Terminus	Alabama State Line	1.24	Multi-Use Trail	County	New multi-use trail with a cross-section consistent to the existing trail. Add hardscape (amenities, benches, wayfinding) and landscape along the trail.	2,976	NO	\$564,318	N/A	\$564,318	PMC & Cost = add a multi-use trail (12' wide)
8	Crimon Drive	Co Hwy 147 W	Adams Street	1.03	Upgrade Road & Complete Street	County	Upgrade roadway with necessary drainage improvements and add pedestrian facility.	9,641	NO	\$3,707,337	N/A	\$3,707,337	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = County.
9	Adams Street	Clear Springs Rd	Co Hwy 147 W	1.00	Upgrade Road & Complete Street	County	Upgrade roadway with necessary drainage improvements and add pedestrian facility.	9,360	NO	\$3,599,939	N/A	\$3,599,939	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = County.
10	Mobility Plan Implementation	North Walton Planning Area		2.50	Upgrade Road, New Road & Complete Street	County / City	Road, multimodal, and intersection projects, along with studies and plans, to allow for implementation of the mobility plan, public private partnerships, grant opportunities. New two lane roads, upgraded roads, sidewalks, paths, trails, intersections to be prioritized annually as part of the Capital Improvements Plan until next Mobility Plan and Mobility Fee update projected for FY 27/28.	14,590	YES	\$2,000,000	\$500,000	\$2,500,000	PMC = add 0.5 mile of sidewalk, 0.5 miles of shared use paths, 0.5 miles of trails, 0.5 miles of bike lanes, 0.5 mile minor collector, 0.5 mile major collector. PLC = \$500,000 per mile
Total										\$23,170,494	\$3,522,341	\$26,692,835	



MICHAEL A. ADKINSON, JR., SHERIFF
Office of the Sheriff, Walton County



Date: January 13th, 2025

To whom it may concern:

I am writing to express my strong support for the Walton County Engineering Department's application for the Transportation Alternatives Grant. The grant will assist with two projects, the Walton Road Multi-Use Path and the Lake Jackson Multi-Use Path. As Fire Chief of Walton County Fire Rescue, I understand the vital importance of safe and efficient transportation infrastructure within our community.

The projects outlined in the application will significantly benefit Walton County residents by enhancing pedestrian and/or bike safety. These improvements will directly enhance public safety and the overall quality of life in Walton County.

Walton County Fire Rescue fully supports the Engineering Department's efforts to secure these funds and believes that the proposed improvements are essential to the continued growth and well-being of our community. We are confident that this grant will be instrumental in achieving these important goals.

Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Austin Pugh".

Austin Pugh
Fire Chief
Walton County Fire Rescue



Merrifield & Pilcher Realty

682 Baldwin Ave.
DeFuniak Springs, FL 32435
Office 850 892-9650 Fax 850 892-9651
www.merrifieldpilcher.com

January 13, 2025

Re: Lake Jackson Multi-Use Path Phase 2 Design

This letter is in support of the Lake Jackson Multi-Use Path Phase 2 Design. As a long time resident of this area plus the owner of a Real Estate Company servicing this area, I know these improvements will definitely improve the safety of this area for both pedestrians and motorists. A designated path has been much needed for a long time. Locals as well as visitors to the area enjoy walking, running, plus schools and community activities around the lake.

I ask you to please approve the funding for the design of Phase 2. We need a designated path.

Sincerely,

Sally R. Merrifield
Broker/Owner

A. Russell Hughes
Superintendent of Schools



145 Park Street
DeFuniak Springs, FL 32435
850.892.1100
Fax 850.892.1191
www.walton.k12.fl.us

November 20, 2025

RE: Lake Jackson Multi-Use Path Phase 2 Design

To Whom It May Concern:

The Walton County School District is pleased to express its full support for the Lake Jackson Multi-Use Path Phase 2 Design Project. This project proposes significant pedestrian and bicyclist improvements along Lake Drive—from the existing path terminus to the Lake Road intersection and continuing from the Lake Drive intersection to State Road 85. Planned enhancements include the addition of a dedicated walking path and/or bicycle lanes designed to improve safety, connectivity, and usability for all residents.

These improvements will provide meaningful benefits to the students, families, and broader community in northern Walton County. The development of a safe, multi-use outdoor path will support a wide range of recreational and transportation needs. The School District anticipates utilizing this improved corridor for extracurricular activities, such as cross-country training, and recognizes its value in supporting community events, including the annual *Cancer Freeze*, which provides assistance to local families facing medical challenges.

The Walton County School District fully supports the Lake Jackson Multi-Use Path Phase 2 Design Project and acknowledges the positive impact it will have in enhancing public safety, accommodating regional growth, and expanding opportunities for healthy outdoor engagement for our community members.

Sincerely,

A. Russell Hughes
Superintendent of Schools
Walton County School District

“Preparing the Whole Child for a Life of Success”

Transportation Alternatives Program

Project Scoring Criteria



2023

Project Scoring Criteria Background

The Emerald Coast Regional Council (ECRC) Transportation Alternatives Program (TAP) Project Scoring Criteria has been written to assist the ECRC and Regional Rural Transportation Advisory Committee (TAC) with the review and ranking of the submitted TAP applications within the RRTP rural areas. The purpose of the ECRC TAP Project Scoring Criteria is to convey the ECRC RRTP evaluation criteria in a quantified and logically organized fashion. The Project Scoring Criteria have been designed to be used in conjunction with the Florida Department of Transportation (FDOT) TAP Application.

This allows potential applicants and project sponsors to score and evaluate their projects internally before the final submission.

The Project Scoring Criteria addresses the state regulations and local considerations and generally supports the transportation goals of the ECRC RRTP and TAC. 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 ECRC for project review and ranking.

General Guidelines for Supplemental Data

The Project Scoring Criteria is structured to enable the TAP application process with ECRC and RRTP TAC to be intuitive and easily interpreted for the applicant, the ECRC staff, ECRC Board and RRTP TAC. The Scoring Criteria is written with a focus to logically quantify physical attributes of the project, safety, connectivity, location efficiency, proximity to recreational, 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

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).

ECRC Rural Area TA (Transportation Alternatives) Ranking Criteria

Project Sponsor Agency: Walton County Board of County Commissioners

Project Sponsor Contact Name: Anna Hudson, P.E.

Contact Title: Long Range Infrastructure Program Engineer

Contact Email: anna.hudson@mywaltonfl.gov

Contact Phone: 850-892-8108

Project Title: Lake Jackson Multi-Use Path Phase 2 - Design

Starting Location: Southeastern Limit: Lake Drive, approximately 0.5 miles from the intersection with Lake Rd

Ending Location: Northwestern Limit: Lake Rd Intersection with SR 85

Project Length: Approx. 1.0 miles

Total Project Cost: \$333,244 (Design Funding Request)

Brief Project Description: The proposed project request is for the design funds of a eight (8) ft asphalt multi-use path located along Lake Dr and Lake Rd to State Road 85, approximately one total mile in length. The project will commence on Lake Drive at the termination point of the existing multi-use facility, continue to the intersection of Lake Dr and Lake Rd and then continue along Lake Rd to terminate at the State Road 85 intersection. The pedestrian facility will provide a connection to a County boat ramp along Lake Dr. The proposed multi-use path extension will tie-in to existing pedestrian facilities in Walton County that ultimately extend across the Alabama line to Floral, where the existing pedestrian facility connects an RV park, City park, a civic center and various residential subdivisions.

Criteria	Source Data*	Criteria Rating Scale			Score
5-Year Crash Rate <i>How many bike/ped crashes have occurred along or at the project location within the past 5 years?</i>	Signal Four Analytics	0 Zero	0.5 One to Three	1 More than Three	0
Fatalities <i>How many bike/ped crash fatalities have occurred along or at the project location within the past 5 years?</i>		0 Zero	0.5 One	1 More than One	0
Connectivity <i>Does the project connect to an existing bike/ped or trail facility?</i>	ECRC Regional Multi-Use Trail Network; FL Greenways & Trails System	0 No	- -	1 Yes	1
Proximity to Parks, Recreational Facilities, Schools, and Emergency Services <i>How close is the project to a park, recreation facility, school, or Emergency Services (Fire, Police, EMS/Ambulance Services, Hospitals)?</i>	FGDL Parks & Recreational Facilities, School Facilities, Emergency Facilities	0 >2 miles	0.5 >1-2 miles	1 0-1 mile	1
Rural Areas of Opportunity <i>Is the project within a Rural Area of Opportunity?</i>	FDEO Rural Areas of Opportunity	0 No	- -	1 Yes	1
Rural Plan <i>Is the project included in the ECRC Rural Plan?</i>	ECRC Rural Plan	0 No	- -	1 Yes	1
Local Transportation Plan <i>Is the project included in a Local Government Transportation Plan?</i>	Local Government Transportation Plan	0 No	- -	1 Yes	1

Total Score:

5

Tie Breaker

Project Cost \$333,244

In the event of a tied score, lower cost projects will take priority.

**The source data as listed was used in the Regional Rural Transportation Plan, but local governments may use their own data if applicable.*

Information Only — The following answers are for the ECRC RRTP project review and will not be scored			
Total project cost:	\$333,244 (Design Funding Request)		
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 local contributions included.		
Total length of the project (miles) ?	Approximately 1 mile in length.		
How many intersections are located within the project boundaries?	Project limits include two (2) intersections: Lake Dr/Lake Rd & Lake Rd/SR 85.		
Does the project address a unique safety issue not detailed in the Safety Criteria?	General safety enhancements due to proving a dedicated pedestrian/cyclist facility along the roadway.		
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)

PART 3

SUPPORTING DOCUMENTATION

- a. Scope of Work
- b. Cost Reimbursement Agreement
- c. Project Certification

FDOT TRANSPORTATION ALTERNATIVES (TA) APPLICATION

PART 3-SUPPORTING DOCUMENTATION

PROJECT NAME: LAKE JACKSONMULTI-USE PATH PHASE 2 _DESIGN

APPLICANT: WALTON COUNTY BOARD OF COUNTY COMMISSIONERS

SCOPE OF WORK

Purpose and Need:

This project will continue the next phase (design) for the extension of a multi-use path located along Lake Drive in Walton, County Florida with the goal being to provide pedestrian facilities around Lake Jackson. The Town of Florala already has constructed pedestrian facilities along the majority of Lake Jackson on the Alabama side. Additionally, Walton County has a park facility (Ghentsville Park) that is located approximately 0.6 miles from the Lake Jackson Multi-Use path with future phasing plans to include a pedestrian connection from that park to Lake Drive through County owned property.

Description of Existing Conditions:

Currently, there is an 8 ft multi-use path that commences across the Alabama line in Florala City limits and traverses around Lake Jackson into Walton County. The path currently terminates approximately 0.5 miles east of Lake Drive and Lake Rd intersection. There is an existing County boat ramp located along Lake Rd that this multi-use path would connect to other park facilities (Floral), an RV park and various residential neighborhoods.

Description of Proposed Project:

The proposed project includes the design of an 8 ft asphalt multi-use path along Lake Jackson in north Walton County. The proposed project would extend the existing multi-use path that terminates along Lake Drive west to the intersection of Lake Rd. then extend north along Lake Rd to the intersection with SR 85. The project length is approximately one mile.

INTENT TO ENTER INTO A COST REIMBURSEMENT AGREEMENT


The Applicant, Walton County, intends to enter into a cost reimbursement agreement for delivering this project. This is consistent with other grant funding source agreements in which the County has historically entered into with the Florida Department of Transportation.

**FDOT TRANSPORTATION ALTERNATIVES (TA) APPLICATION
PART 3-PROJECT CERTIFICATION**


Name of Project: Lake Jackson Multi-Use Path (Lake Dr to SR 85)

Your signature serves as certification of (1) intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility; (2) the information in this application is true and accurate; (3) compliance with all federal and state requirements, and (4) and you possess authorization to submit the proposal.

Name of Managing Entity: Walton County Public Works
Name of Contact and Job Title: Buddy Wright, Walton County Public Works Director
Address: 117 Montgomery Circle
Municipality, State, and Zip Code: DeFuniak Springs, FL 32435
Contact Email: buddy.wright@mywaltonfl.gov
Contact Telephone Number: 850-892-8108

Signature: 
Print Name: Buddy Wright
Title: Public Works Director
Date: 1-7-26

Name of Applicant Entity: Walton County Engineering Department
Name of Contact and Job Title: Anna Hudson, P.E.; Long Range Infrastructure Program Engineer
Address: 117 Montgomery Circle
Municipality, State, and Zip Code: DeFuniak Springs, FL 32435
Contact Email: anna.hudson@mywaltonfl.gov
Contact Telephone Number: 850-892-8108

Signature: 
Print Name: Anna Hudson, P.E.
Title: Long Range Infrastructure Program Engineer
Date: 1-8-26

PART 6

SUPPORTING DOCUMENTATION

a. Census Data

Annual Estimates of the Resident Population for Incorporated Places in Florida: April 1, 2020 to July 1, 2024

Geographic Area	April 1, 2020 Estimates Base	Population Estimate (as of July 1)			
		2020	2021	2022	2023
Alachua city, Florida	10,587	10,580	10,629	10,823	10,869
Alford town, Florida	493	492	499	506	516
Altamonte Springs city, Florida	46,254	46,172	45,529	45,770	45,731
Altha town, Florida	492	491	493	496	496
Anna Maria city, Florida	968	970	988	1,009	1,015
Apalachicola city, Florida	2,333	2,338	2,361	2,396	2,422
Apopka city, Florida	54,910	54,928	55,622	57,503	60,329
Arcadia city, Florida	7,424	7,442	7,505	7,724	7,886
Archer city, Florida	1,143	1,144	1,140	1,151	1,166
Astatula town, Florida	1,890	1,899	1,937	2,008	2,062
Atlantic Beach city, Florida	13,505	13,493	13,353	13,342	13,294
Atlantis city, Florida	2,124	2,122	2,112	2,126	2,143
Auburndale city, Florida	15,602	15,742	17,366	18,629	20,141
Aventura city, Florida	40,234	40,043	39,321	39,515	40,021
Avon Park city, Florida	9,654	9,662	9,840	10,077	10,275
Baldwin town, Florida	1,398	1,397	1,376	1,374	1,376
Bal Harbour village, Florida	3,092	3,076	3,016	3,028	3,063
Bartow city, Florida	19,562	19,574	19,785	20,011	20,762
Bascom town, Florida	88	88	88	90	91
Bay Harbor Islands town, Florida	5,921	5,890	5,778	5,803	5,870
Bay Lake city, Florida	23	23	22	23	22
Bell town, Florida	510	511	526	543	566
Belleair town, Florida	4,281	4,291	4,329	4,424	4,527
Belleair Beach city, Florida	1,634	1,633	1,628	1,628	1,626
Belleair Bluffs city, Florida	2,316	2,312	2,306	2,306	2,300
Belleair Shore town, Florida	77	77	77	77	77
Belle Glade city, Florida	16,742	16,723	16,759	16,927	17,112
Belle Isle city, Florida	7,276	7,280	7,222	7,401	7,577
Bellevue city, Florida	5,518	5,546	5,692	5,757	5,890

Annual Estimates of the Resident Population for Incorporated Places in Florida: April 1, 2020 to July 1, 2024

	474	474	484	490	516
Beverly Beach town, Florida	474	474	484	490	516
Biscayne Park village, Florida	3,121	3,104	3,046	3,063	3,094
Blountstown city, Florida	2,266	2,261	2,261	2,261	2,277
Boca Raton city, Florida	97,436	98,250	98,829	100,447	101,421
Bonifay city, Florida	2,768	2,765	2,783	2,791	2,827
Bonita Springs city, Florida	53,665	53,887	54,908	56,702	56,915
Bowling Green city, Florida	2,390	2,391	2,397	2,422	2,441
Boynton Beach city, Florida	80,201	80,474	80,092	81,351	82,361
Bradenton city, Florida	55,713	55,815	56,354	57,185	57,500
Bradenton Beach city, Florida	908	908	916	923	925
Branford town, Florida	714	715	733	742	758
Briny Breezes town, Florida	503	504	504	513	523
Bristol city, Florida	922	922	911	920	931
Bronson town, Florida	1,140	1,143	1,170	1,199	1,240
Brooker town, Florida	320	321	323	328	334
Brooksville city, Florida	8,868	8,932	9,124	9,506	9,793
Bunnell city, Florida	3,289	3,323	3,486	3,633	3,886
Bushnell city, Florida	3,134	3,141	3,143	3,208	3,217
Callahan town, Florida	1,524	1,537	1,543	1,669	1,796
Callaway city, Florida	13,054	12,979	13,132	13,443	13,788
Campbellton town, Florida	193	193	195	197	201
Cape Canaveral city, Florida	9,977	9,975	9,964	10,012	10,060
Cape Coral city, Florida	194,001	195,436	204,053	218,013	227,022
Carrabelle city, Florida	2,619	2,617	2,232	2,376	2,396
Caryville town, Florida	306	306	307	311	315
Casselberry city, Florida	28,775	28,940	29,122	30,037	30,902
Cedar Key city, Florida	685	686	702	719	730
Center Hill city, Florida	867	876	914	982	1,034
Century town, Florida	1,712	1,719	1,722	1,739	1,763
Chattahoochee city, Florida	2,960	2,927	2,869	2,975	3,116
Chiefland city, Florida	2,330	2,333	2,360	2,384	2,427

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ChIPLEY city, Florida	3,661	3,668	3,661	3,701	3,718
CINCO Bayou town, Florida	457	459	461	470	473
CLEARwater city, Florida	117,435	117,343	117,133	117,344	117,555
CLERMONT city, Florida	43,033	43,340	44,609	46,593	48,876
CLEWISTON city, Florida	7,308	7,315	7,292	7,256	7,376
CLOUD Lake town, Florida	136	136	135	136	140
COCOA city, Florida	18,997	19,032	19,311	19,585	19,997
COCOA Beach city, Florida	11,354	11,348	11,324	11,367	11,440
COCONUT Creek city, Florida	57,829	57,727	57,251	57,912	58,873
COLEMAN city, Florida	651	658	685	736	773
COOPER City city, Florida	34,398	34,334	34,055	34,449	35,031
CORAL Gables city, Florida	49,242	49,752	49,661	49,259	49,801
CORAL Springs city, Florida	134,403	134,182	133,159	134,697	137,685
COTTONdale town, Florida	848	849	856	863	871
CREScent City city, Florida	1,659	1,661	1,672	1,680	1,705
CRESTview city, Florida	27,426	27,533	27,834	28,320	29,453
CROSS City town, Florida	1,693	1,696	1,727	1,756	1,794
CRYSTAL River city, Florida	3,554	3,564	3,617	3,644	3,674
CUTLER Bay town, Florida	45,427	45,218	44,394	44,627	45,216
DADE City city, Florida	7,155	7,239	7,356	7,744	8,743
DANIA Beach city, Florida	31,774	31,730	31,528	31,970	32,568
DAVENPORT city, Florida	9,344	9,730	10,997	13,561	15,160
DAVIE town, Florida	105,705	106,032	105,898	107,745	110,056
DAYtona Beach city, Florida	71,599	72,298	75,377	78,436	82,735
DAYtona Beach Shores city, Florida	5,117	5,120	5,154	5,196	5,214
DEBary city, Florida	22,185	22,239	22,509	22,928	23,223
DEERfield Beach city, Florida	86,856	86,775	86,523	87,623	89,121
DEFuniak Springs city, Florida	5,929	5,977	6,301	6,564	6,797
DEland city, Florida	37,791	38,225	39,533	41,392	43,210
DELray Beach city, Florida	66,846	66,815	66,672	67,587	68,594
DELtona city, Florida	93,700	94,046	95,478	97,497	99,157

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Destin city, Florida	13,932	13,938	14,017	14,166	14,281
Doral city, Florida	75,871	76,212	76,147	78,108	81,968
Dundee town, Florida	5,237	5,273	5,607	6,024	6,096
Dunedin city, Florida	36,088	36,070	36,053	36,170	36,140
Dunnellon city, Florida	1,936	1,943	1,967	1,982	2,002
Eagle Lake city, Florida	3,005	3,055	3,161	3,539	4,188
Eatonville town, Florida	2,341	2,333	2,286	2,298	2,322
Ebro town, Florida	236	236	237	240	244
Edgewater city, Florida	23,113	23,146	23,293	23,574	23,753
Edgewood city, Florida	2,691	2,693	2,674	2,741	2,805
El Portal village, Florida	1,987	1,976	1,935	1,939	1,960
Estero village, Florida	36,948	37,055	37,468	37,998	38,379
Esto town, Florida	340	339	342	342	347
Eustis city, Florida	23,209	23,233	23,647	24,027	24,596
Everglades city, Florida	356	358	368	380	389
Fanning Springs city, Florida	1,180	1,184	1,212	1,266	1,309
Fellsmere city, Florida	4,830	4,834	4,900	4,971	5,007
Fernandina Beach city, Florida	13,044	13,090	13,300	13,403	13,659
Flagler Beach city, Florida	5,161	5,161	5,257	5,294	5,561
Florida City city, Florida	13,068	13,015	12,771	12,834	12,992
Fort Lauderdale city, Florida	182,644	182,765	181,892	184,787	187,872
Fort Meade city, Florida	5,100	5,101	5,145	5,217	5,313
Fort Myers city, Florida	86,428	87,288	93,307	96,324	98,378
Fort Myers Beach town, Florida	5,581	5,583	5,624	5,696	5,326
Fort Pierce city, Florida	47,575	47,661	48,350	48,796	49,791
Fort Walton Beach city, Florida	20,923	20,930	20,948	21,067	21,055
Fort White town, Florida	617	621	629	638	653
Freeport city, Florida	6,021	6,071	6,422	6,708	6,963
Frostproof city, Florida	3,211	3,214	3,277	3,358	3,430
Fruitland Park city, Florida	8,377	8,430	8,651	8,774	8,855
Gainesville city, Florida	141,149	142,276	144,077	145,861	147,524

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	216	216	215	217	219
Glen Ridge town, Florida	216	216	215	217	219
Glen St. Mary town, Florida	468	471	475	487	493
Golden Beach town, Florida	958	956	948	969	1,004
Golf village, Florida	257	257	257	266	269
Graceville city, Florida	2,155	2,149	2,169	2,192	2,202
Grand Ridge town, Florida	885	886	896	905	914
Grant-Valkaria town, Florida	4,504	4,516	4,553	4,722	5,068
Greenacres city, Florida	44,016	43,985	43,790	44,161	44,790
Green Cove Springs city, Florida	9,782	9,868	10,022	10,053	10,150
Greensboro town, Florida	460	458	460	458	461
Greenville town, Florida	747	747	762	765	774
Greenwood town, Florida	544	543	549	552	557
Gretna city, Florida	1,287	1,283	1,280	1,263	1,282
Groveland city, Florida	18,515	18,887	20,374	22,387	23,743
Gulf Breeze city, Florida	6,298	6,342	6,507	6,662	6,830
Gulfport city, Florida	11,774	11,768	11,744	11,763	11,733
Gulf Stream town, Florida	955	954	953	961	982
Haines City city, Florida	27,540	27,949	29,916	33,735	37,538
Hallandale Beach city, Florida	41,210	41,127	41,095	41,594	42,385
Hampton city, Florida	463	464	469	478	490
Havana town, Florida	1,754	1,748	1,751	1,737	1,754
Haverhill town, Florida	2,176	2,174	2,168	2,183	2,208
Hawthorne city, Florida	1,485	1,485	1,482	1,495	1,515
Hialeah city, Florida	223,122	222,418	220,957	223,562	228,557
Hialeah Gardens city, Florida	23,067	22,963	22,563	22,697	23,014
Highland Beach town, Florida	4,297	4,293	4,270	4,301	4,336
Highland Park village, Florida	250	250	258	267	278
High Springs city, Florida	6,222	6,242	6,376	6,581	6,713
Hillcrest Heights town, Florida	248	250	256	266	276
Hilliard town, Florida	2,961	2,963	3,015	3,026	3,056
Hillsboro Beach town, Florida	1,988	1,984	1,964	1,985	2,015

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Holly Hill city, Florida	12,969	12,976	13,012	13,113	13,141
Hollywood city, Florida	153,048	152,820	152,447	154,149	157,006
Holmes Beach city, Florida	3,010	3,011	3,036	3,057	3,052
Homestead city, Florida	80,737	80,522	80,696	82,754	84,331
Horseshoe Beach town, Florida	166	166	169	172	175
Howey-in-the-Hills town, Florida	1,642	1,643	1,651	1,672	1,684
Hypoluxo town, Florida	2,688	2,693	2,727	2,797	2,870
Indianalantic town, Florida	3,015	3,014	3,042	3,073	3,127
Indian Creek village, Florida	85	85	83	84	85
Indian Harbour Beach city, Florida	9,023	9,017	8,998	9,026	9,056
Indian River Shores town, Florida	4,246	4,255	4,339	4,417	4,480
Indian Rocks Beach city, Florida	3,674	3,672	3,664	3,668	3,661
Indian Shores town, Florida	1,192	1,192	1,199	1,201	1,198
Indiantown village, Florida	6,556	6,561	6,622	6,696	6,765
Inglis town, Florida	1,481	1,486	1,525	1,562	1,606
Interlachen town, Florida	1,425	1,429	1,444	1,456	1,484
Inverness city, Florida	7,543	7,604	7,713	7,776	7,868
Islamorada, Village of Islands village, Florida	7,127	7,122	7,087	7,089	7,049
Jacksonville city, Florida	949,618	951,925	957,537	975,614	993,468
Jacksonville Beach city, Florida	23,830	23,814	23,553	23,633	23,648
Jacob City city, Florida	217	217	221	224	226
Jasper city, Florida	3,633	3,354	2,709	2,737	2,975
Jay town, Florida	526	529	543	557	572
Jennings town, Florida	748	748	746	750	767
Juno Beach town, Florida	3,854	3,851	3,836	3,890	3,923
Jupiter town, Florida	61,098	61,183	61,147	61,697	62,360
Jupiter Inlet Colony town, Florida	405	405	403	410	434
Jupiter Island town, Florida	811	812	828	831	833
Kenneth City town, Florida	5,060	5,052	5,028	5,023	5,005
Key Biscayne village, Florida	14,805	14,746	14,527	14,653	14,890
Key Colony Beach city, Florida	787	786	777	773	762

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Keystone Heights city, Florida	1,442	1,446	1,470	1,498	1,539
Key West city, Florida	26,437	26,360	25,986	25,685	25,317
Kissimmee city, Florida	79,191	79,179	79,578	80,798	83,028
Labelle city, Florida	4,965	4,960	5,007	5,113	5,323
La Crosse town, Florida	313	314	314	316	320
Lady Lake town, Florida	15,977	16,028	16,296	16,713	17,056
Lake Alfred city, Florida	6,521	6,539	6,652	7,124	7,420
Lake Buena Vista city, Florida	25	25	24	24	25
Lake Butler city, Florida	1,979	1,978	2,018	2,012	2,010
Lake City city, Florida	12,334	12,345	12,392	12,448	12,624
Lake Clarke Shores town, Florida	3,568	3,565	3,546	3,571	3,600
Lake Hamilton town, Florida	1,539	1,552	1,563	1,626	1,655
Lake Helen city, Florida	2,842	2,842	2,850	2,926	2,972
Lakeland city, Florida	112,614	113,881	117,320	120,604	123,046
Lake Mary city, Florida	16,833	16,836	16,709	16,879	16,895
Lake Park town, Florida	9,072	9,059	9,004	9,060	9,125
Lake Placid town, Florida	2,377	2,379	2,423	2,480	2,527
Lake Wales city, Florida	16,072	16,290	16,419	16,572	16,808
Lake Worth Beach city, Florida	42,202	42,225	42,614	43,545	44,016
Lantana town, Florida	11,673	11,661	12,261	12,357	12,448
Largo city, Florida	82,681	82,630	82,586	82,835	82,756
Lauderdale-by-the-Sea town, Florida	6,193	6,183	6,123	6,184	6,282
Lauderdale Lakes city, Florida	35,960	36,054	35,693	36,147	36,774
Lauderhill city, Florida	74,493	74,335	73,627	74,371	75,499
Laurel Hill city, Florida	587	589	593	606	612
Lawtey city, Florida	634	637	645	654	674
Layton city, Florida	216	216	214	213	209
Lazy Lake village, Florida	34	34	34	34	35
Lee town, Florida	366	366	374	375	380
Leesburg city, Florida	27,011	27,127	27,941	29,257	31,913
Lighthouse Point city, Florida	10,487	10,469	10,396	10,523	10,717

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Live Oak city, Florida	6,737	6,746	6,860	7,033	7,103
Longboat Key town, Florida	7,506	7,504	7,578	7,608	7,545
Longwood city, Florida	15,097	15,421	15,325	16,907	16,957
Loxahatchee Groves town, Florida	3,353	3,355	3,388	3,450	3,505
Lynn Haven city, Florida	18,710	18,664	19,064	20,106	20,675
Macclenny city, Florida	7,303	7,342	7,532	7,663	8,037
McIntosh town, Florida	466	469	478	492	510
Madeira Beach city, Florida	3,896	3,891	3,883	3,957	4,022
Madison city, Florida	2,910	2,912	2,959	2,969	2,998
Maitland city, Florida	19,538	19,465	18,998	19,526	19,622
Malabar town, Florida	2,950	2,960	3,014	3,067	3,130
Malone town, Florida	1,855	1,826	1,115	1,459	1,434
Manalapan town, Florida	419	420	418	425	436
Mangonia Park town, Florida	2,146	2,144	2,130	2,339	2,622
Marathon city, Florida	9,734	9,857	9,912	9,895	9,939
Marco Island city, Florida	15,749	15,764	15,977	16,273	16,449
Margate city, Florida	58,701	58,607	58,132	58,780	59,786
Marianna city, Florida	6,262	6,286	6,825	7,305	7,388
Marineland town, Florida	8	8	8	9	9
Mary Esther city, Florida	3,987	3,994	4,021	4,085	4,117
Mascotte city, Florida	6,610	6,737	7,320	7,991	8,588
Mayo town, Florida	1,025	1,028	1,041	1,043	1,084
Medley town, Florida	1,064	1,059	1,048	1,059	1,082
Melbourne city, Florida	84,727	85,080	86,063	86,737	87,396
Melbourne Beach town, Florida	3,230	3,231	3,230	3,252	3,276
Melbourne Village town, Florida	677	677	678	683	687
Mexico Beach city, Florida	916	920	978	1,058	1,133
Miami city, Florida	442,244	442,828	441,630	456,736	470,677
Miami Beach city, Florida	82,897	82,475	80,893	81,240	82,248
Miami Gardens city, Florida	111,598	111,445	111,583	112,231	114,525
Miami Lakes town, Florida	30,460	30,440	30,460	31,282	32,269

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Miami Shores village, Florida	11,565	11,694	11,677	11,730	11,801
Miami Springs city, Florida	13,856	13,787	13,516	13,611	13,757
Micanopy town, Florida	642	642	641	645	653
Midway city, Florida	3,548	3,537	3,530	3,482	3,499
Milton city, Florida	10,213	10,281	10,471	10,717	10,982
Minneola city, Florida	13,846	14,201	14,869	16,162	18,079
Miramar city, Florida	134,713	134,525	135,386	138,555	141,159
Monticello city, Florida	2,591	2,600	2,596	2,653	2,719
Montverde town, Florida	1,657	1,663	1,692	1,738	1,775
Moore Haven city, Florida	1,565	1,574	1,585	1,618	1,669
Mount Dora city, Florida	16,327	16,405	16,718	17,195	17,846
Mulberry city, Florida	3,945	3,964	3,998	4,124	4,375
Naples city, Florida	19,117	19,137	19,479	19,752	19,987
Neptune Beach city, Florida	7,210	7,197	7,089	7,077	7,047
Newberry city, Florida	7,378	7,406	7,600	7,884	8,083
New Port Richey city, Florida	16,694	16,768	17,074	17,393	17,808
New Smyrna Beach city, Florida	30,254	30,458	31,185	32,238	32,837
Niceville city, Florida	15,797	15,859	16,057	16,309	16,627
Norma town, Florida	208	208	209	209	214
North Bay Village city, Florida	8,159	8,121	7,970	8,004	8,188
North Lauderdale city, Florida	44,790	44,723	44,348	44,972	45,699
North Miami city, Florida	60,182	59,831	59,050	59,751	60,899
North Miami Beach city, Florida	43,669	43,452	42,611	43,663	44,197
North Palm Beach village, Florida	13,158	13,142	13,084	13,193	13,310
North Port city, Florida	74,801	75,496	79,804	85,341	89,452
North Redington Beach town, Florida	1,483	1,482	1,479	1,478	1,478
Oak Hill city, Florida	2,014	2,021	2,055	2,088	2,138
Oakland town, Florida	3,551	3,554	3,529	3,622	3,711
Oakland Park city, Florida	44,321	44,237	43,862	44,358	45,112
Ocala city, Florida	63,678	63,885	64,392	65,655	68,829
Ocean Breeze town, Florida	300	308	353	403	402

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	1,832	1,830	1,827	1,847	1,871
Ocean Ridge town, Florida	47,336	47,497	47,563	48,588	50,259
Ocoee city, Florida	5,244	5,256	5,347	5,433	5,620
Okeechobee city, Florida	14,933	14,920	14,894	14,923	14,913
Oldsmar city, Florida	16,469	16,384	16,069	16,132	16,319
Opa-locka city, Florida	12,706	12,777	13,815	14,986	15,064
Orange City city, Florida	9,094	9,089	9,098	9,035	9,081
Orange Park town, Florida	516	516	522	529	549
Orchid town, Florida	307,785	307,868	309,928	318,821	327,390
Orlando city, Florida	43,073	43,122	43,507	44,152	44,457
Ormond Beach city, Florida	103	103	106	107	111
Otter Creek town, Florida	40,059	40,012	39,517	39,785	41,659
Oviedo city, Florida	5,523	5,511	5,495	5,584	5,630
Pahokee city, Florida	10,463	10,472	10,552	10,591	10,750
Palatka city, Florida	119,751	120,168	122,994	129,405	136,084
Palm Bay city, Florida	9,250	9,246	9,235	9,314	9,407
Palm Beach town, Florida	59,176	59,248	59,552	60,678	62,113
Palm Beach Gardens city, Florida	1,337	1,336	1,331	1,340	1,349
Palm Beach Shores town, Florida	89,230	89,721	93,802	98,604	102,450
Palm Coast city, Florida	13,314	13,333	13,509	13,679	13,696
Palmetto city, Florida	24,445	24,327	23,870	24,592	25,059
Palmetto Bay village, Florida	1,197	1,199	1,198	1,204	1,212
Palm Shores town, Florida	26,868	26,881	26,747	27,066	27,554
Palm Springs village, Florida	33,047	32,858	34,178	34,861	35,969
Panama City city, Florida	18,079	17,987	18,339	19,077	19,536
Panama City Beach city, Florida	4,008	3,981	4,507	4,572	4,670
Parker city, Florida	34,673	34,911	35,341	37,235	38,677
Parkland city, Florida	556	561	593	619	642
Paxton town, Florida	6,253	6,244	6,209	6,304	6,431
Pembroke Park town, Florida	171,185	171,086	169,400	171,573	174,694
Pembroke Pines city, Florida	822	825	827	833	840
Penney Farms town, Florida					

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Pensacola city, Florida	54,319	54,481	53,982	53,991	53,840
Perry city, Florida	6,863	6,861	6,877	6,980	7,305
Pierson town, Florida	1,540	1,541	1,547	1,558	1,562
Pinecrest village, Florida	18,385	18,318	18,033	18,239	18,648
Pinellas Park city, Florida	53,110	53,393	53,332	53,808	53,789
Plantation city, Florida	91,779	92,088	93,210	96,960	98,542
Plant City city, Florida	39,852	39,783	39,812	40,696	41,144
Polk City town, Florida	2,733	2,772	2,966	3,007	3,055
Pomona Park town, Florida	781	782	790	797	812
Pompano Beach city, Florida	112,057	111,964	111,522	113,372	115,903
Ponce de Leon town, Florida	502	501	507	510	516
Ponce Inlet town, Florida	3,367	3,372	3,400	3,442	3,468
Port Orange city, Florida	62,621	62,734	63,348	65,032	66,264
Port Richey city, Florida	3,055	3,084	3,226	3,364	3,505
Port St. Joe city, Florida	3,361	3,357	3,455	3,610	3,778
Port St. Lucie city, Florida	204,859	206,828	217,895	232,467	246,695
Punta Gorda city, Florida	19,600	19,658	20,111	20,789	20,441
Quincy city, Florida	8,032	7,896	7,865	7,794	8,015
Raiford town, Florida	218	218	223	225	226
Reddick town, Florida	448	451	462	478	494
Redington Beach town, Florida	1,380	1,379	1,372	1,378	1,382
Redington Shores town, Florida	2,178	2,176	2,168	2,178	2,176
Riviera Beach city, Florida	37,592	37,609	38,148	38,658	39,277
Rockledge city, Florida	27,683	27,706	28,346	28,546	29,575
Royal Palm Beach village, Florida	39,441	39,515	39,529	40,102	40,625
Safety Harbor city, Florida	17,070	17,059	17,035	17,075	17,066
St. Augustine city, Florida	14,319	14,687	15,140	15,257	15,559
St. Augustine Beach city, Florida	6,799	6,836	6,973	6,889	6,816
St. Cloud city, Florida	58,974	59,451	62,150	65,120	67,895
St. Leo town, Florida	2,380	2,493	2,606	2,654	2,470
St. Lucie Village town, Florida	610	610	614	611	613

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	277	279	286	294	306
St. Marks city, Florida	277	279	286	294	306
St. Pete Beach city, Florida	8,881	8,868	8,830	8,821	8,783
St. Petersburg city, Florida	258,344	259,271	259,598	262,502	265,083
San Antonio city, Florida	1,294	1,301	1,349	1,432	1,492
Sanford city, Florida	61,077	61,098	61,072	63,430	66,036
Sanibel city, Florida	6,385	6,389	6,440	6,524	6,410
Sarasota city, Florida	54,851	55,198	56,197	57,688	58,061
Satellite Beach city, Florida	11,226	11,230	11,260	11,298	11,390
Sea Ranch Lakes village, Florida	540	539	537	547	564
Sebastian city, Florida	25,034	25,125	25,693	26,411	26,953
Sebring city, Florida	10,982	10,983	11,131	11,425	11,621
Seminole city, Florida	19,414	19,416	19,382	19,407	19,385
Sewall's Point town, Florida	1,992	1,996	2,019	2,054	2,076
Shalimar town, Florida	738	740	744	758	764
Sneads town, Florida	1,703	1,702	1,724	1,743	1,761
Sopchoppy city, Florida	422	424	435	448	465
South Bay city, Florida	5,082	4,997	5,100	5,116	5,144
South Daytona city, Florida	12,851	12,976	13,325	13,684	13,841
South Miami city, Florida	12,022	11,977	11,803	11,916	12,466
South Palm Beach town, Florida	1,471	1,469	1,460	1,469	1,480
South Pasadena city, Florida	5,355	5,348	5,332	5,334	5,317
Southwest Ranches town, Florida	7,604	7,588	7,520	7,599	7,722
Springfield city, Florida	8,094	8,035	8,069	8,190	8,335
Starke city, Florida	5,789	5,798	5,811	5,857	5,933
Stuart city, Florida	17,432	17,542	17,697	18,286	19,533
Sunny Isles Beach city, Florida	22,342	22,258	22,122	22,326	22,614
Sunrise city, Florida	97,294	97,097	96,220	97,248	98,782
Surfside town, Florida	5,681	5,652	5,544	5,567	5,652
Sweetwater city, Florida	19,365	19,274	18,927	19,873	21,018
Tallahassee city, Florida	196,181	197,934	200,269	202,316	203,665
Tamarac city, Florida	71,903	71,914	71,712	72,622	73,863

Annual Estimates of the Resident Population for Incorporated Places in Florida: April 1, 2020 to July 1, 2024

Tampa city, Florida	385,288	388,564	393,609	401,611	409,742
Tarpon Springs city, Florida	25,140	25,153	25,617	25,956	26,031
Tavares city, Florida	18,999	19,019	19,751	20,408	21,168
Temple Terrace city, Florida	26,721	26,729	27,172	27,432	27,435
Tequesta village, Florida	6,163	6,158	6,121	6,160	6,232
Titusville city, Florida	48,797	48,821	48,967	49,432	49,896
Treasure Island city, Florida	6,582	6,575	6,565	6,577	6,562
Trenton city, Florida	2,019	2,029	2,074	2,141	2,213
Umatilla city, Florida	3,741	3,747	3,776	3,838	3,912
Valparaiso city, Florida	4,755	4,769	4,956	4,973	4,900
Venice city, Florida	25,466	25,599	26,289	27,373	28,325
Vernon city, Florida	722	725	723	734	738
Vero Beach city, Florida	16,357	16,426	16,764	17,121	17,377
Virginia Gardens village, Florida	2,362	2,349	2,303	2,310	2,335
Waldo city, Florida	845	843	833	831	824
Wauchula city, Florida	4,893	4,894	4,902	4,941	4,958
Wausau town, Florida	374	374	377	383	387
Webster city, Florida	792	799	834	898	944
Welaka town, Florida	721	723	730	735	749
Wellington village, Florida	61,609	61,573	61,365	61,954	62,609
Westlake city, Florida	913	1,050	2,162	4,249	6,072
West Melbourne city, Florida	25,934	26,579	27,906	28,884	29,257
West Miami city, Florida	7,236	7,214	7,075	7,099	7,171
Weston city, Florida	68,114	68,008	67,488	68,353	69,591
West Palm Beach city, Florida	117,321	117,512	117,924	122,120	126,017
West Park city, Florida	15,131	15,102	14,982	15,161	15,418
Westville town, Florida	260	260	261	264	267
Wewahatchka city, Florida	2,072	2,076	2,090	2,133	2,186
White Springs town, Florida	737	737	734	742	761
Willwood city, Florida	15,807	15,967	16,609	17,785	18,658
Williston city, Florida	2,973	2,979	3,051	3,090	3,207

Annual Estimates of the Resident Population for Incorporated Places in Florida: April 1, 2020 to July 1, 2024

Wilton Manors city, Florida	11,433	11,436	11,338	11,465	11,641
Windermere town, Florida	3,029	3,031	3,008	3,082	3,155
Winter Garden city, Florida	47,400	47,483	47,008	47,876	48,313
Winter Haven city, Florida	50,208	50,603	52,744	55,222	57,480
Winter Park city, Florida	29,805	30,019	29,789	30,190	30,522
Winter Springs city, Florida	38,357	38,382	38,256	38,923	39,372
Worthington Springs town, Florida	376	377	384	384	384
Yankeetown town, Florida	588	590	604	618	629
Zephyrhills city, Florida	17,218	17,353	18,275	19,365	21,007
Zolfo Springs town, Florida	1,729	1,731	1,736	1,753	1,748

The Census Bureau has reviewed this data product to ensure appropriate access, use, and disclosure avoidance protection of the confidential source data used to produce this product. Management System (DMS) number: P-6000042 and P-7501659. Disclosure Review Board (DRB) approval number: CBDRB-FY25-0078).

Note: The estimates are based on the ZUCC Census and reflect changes to the April 1, 2020 population due to the Count Question Resolution and Post-Census Group Quarters Revisions. The geographic program revisions, and the application of disclosure avoidance to protect confidentiality. For population estimates methodology statements, see <https://www.census.gov/surveys/popest/technical-documentation/methodology.html>. All geographic boundaries for the 2024 population estimates series are as of January 1, 2024. For updates on Legal Boundary Change/Annexation Data, see <https://www.census.gov/geographies/reference-files/time-series/geo/basemap.html>. Additional information on these localities can be found in the Geographic Boundary Change Notes (see <https://www.census.gov/programs-surveys/geography/technical-documentation/boundary-change-notes.html>).

Suggested Citation:

Annual Estimates of the Resident Population for Incorporated Places in Florida: April 1, 2020 to July 1, 2024 (SUB-IP-EST2024-POP-12)

Source: U.S. Census Bureau, Population Division

Release Date: May 2025

PART 7

SUPPORTING DOCUMENTATION

a. Resolution

b. Agenda Item Report and Letter

**c. Previous Regularly Scheduled Meetings Agenda &
Minutes**

d. Letters of Support

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3 - Chair
Donna Johns, District 4
Tony Anderson, District 5 – Vice Chair



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RESOLUTION 2025 - 89

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE LAKE JACKSON MULTI-USE PATH AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

WHEREAS, the Florida Department of Transportation (FDOT) administers federal funding known as the Transportation Alternatives Set-Aside Program on behalf of the United States Department of Transportation, Federal Highway Administration's Surface Transportation Block Grant in which a portion of those allocations are for transportation alternatives or enhancements; and

WHEREAS, FDOT is accepting funding applications for small-scale transportation projects for the Transportation Alternatives Set-Aside Program for inclusion in the Tentative Work Program development cycle through Fiscal Years 2027-2032; and

WHEREAS, to obtain a grant from the Transportation Alternatives Set-Aside Program, the Walton County Board of County Commissioners (the "County") is supporting improvements within the Lake Road right-of-way to expand pedestrian facilities to enhance safety.

NOW, THEREFORE, BE IT RESOLVED by the Walton County Board of County Commissioners as follows:

1. At its regular meeting held on December 9, 2025, the County hereby endorses their commitment of infrastructure improvements for pedestrians and bicyclists as part of the Lake Jackson Multi-Use Path Project as a priority project for the County and should the County be awarded a Transportation Alternative Set-Aside grant for the construction phase, the County hereby endorses their commitment to the project's implementation, construction, maintenance, and financing.

2. The County has authorized its chair to execute this resolution.

3. The County has authorized Anna Hudson, Long Range Infrastructure Program Engineer, to apply for, administer, and apart from the grant agreement itself, execute any subsequent reports, forms, or documents required by the Transportation Alternative (TA) Grant program application, for the Lake Jackson Project, on behalf of the County.

ADOPTED on this 9th day of December, 2025.

ATTEST:

A handwritten signature in blue ink, appearing to read "Crystal Sponiers".
Crystal Sponiers, Clerk of the
Circuit Court and Comptroller

BOARD OF COUNTY COMMISSIONERS
WALTON COUNTY, FLORIDA

A handwritten signature in blue ink, appearing to read "Brad Drake".
Brad Drake, Chair





Walton County
Board of County Commissioners
AGENDA ITEM REPORT

25-1555

Meeting: Board of County Commissioners - Dec 09 2025
Department: Engineering
Submitted by: Candy Posey
Staff Contact: Anna Hudson, Staff Engineer

Approved as to Legal Form: Yes **Reviewed by Finance:** N/A

☒ **Consent Agenda** ☐ **Regular Agenda** ☐ **Public Hearing**

TITLE/REQUESTED ACTION:

Request approval to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chairman to sign a resolution of support and allow Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant

PURPOSE / SUMMARY EXPLANATION OR HISTORY:

REQUEST: Staff recommends the submission of the Lake Jackson Multi-Use Path project for design funding as it will complete a missing link in an existing pedestrian facility that is located around Lake Jackson along both the Alabama and Florida boundaries. Project length is approximately 1 mile and will commence on Lake Drive at the termination of the existing multi-use path and ends at the State Road 85 intersection, just west of the County's existing boat landing facility. This project is located within the RRTP boundaries.

The Lake Jackson Multi-Use Path project will provide pedestrian facilities from the termination of the existing multi-use path located along Lake Drive to State Road 85, approximately one mile in length. The pedestrian facility will provide a connection to a County boat ramp along Lake Jackson. This request is for the design and permitting of the multi-use path project.

The Transportation Alternatives (TA) Set-Aside program provides funding for programs and projects defined as: On-and-off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, community improvement activities, environmental mitigation and projects for planning, designating or constructing boulevards and other roadways largely in the right-of-way of formerly divided highways.

Currently, the Florida Department of Transportation (FDOT) is accepting applications for projects located within the Okaloosa-Walton Transportation Planning Organization (O-W TPO) boundaries and the Emerald Coast Regional Council (ECRC) Regional Rural Transportation Plan (RRTP) boundaries.

FDOT District 3 Transportation Alternatives (TA) Set Aside applications are due January 16 2026.

HISTORY:

November 26, 2024-(24-1607) BCC approved to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chairman to sign a Resolution of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant

ATTACHMENTS:

[TA RESOLUTION-Lake Jackson](#)

[LAKE JACKSON MULTIUSE PATH LOCATION MAP](#)



Walton County Engineering Department
117 Montgomery Circle
DeFuniak Springs, FL 32435

December 12, 2026

Florida Department of Transportation

RE: Transportation Alternatives Set-Aside Program (TA) Funding Application
Pending Meeting Minutes – Lake Jackson Multi-Use Path Phase 2_Design

To whom it may concern,

This letter serves to acknowledge that the official minutes from the publicly held Walton County Board of County Commissioners meeting pertaining to the Lake Jackson Multi-Use Path Phase 2_Design project and the Transportation Alternatives Set-Aside Program Funding Application, referenced as Agenda Item Report 25-1555 and included in our submission, were not publicly available at the time of submission.

We appreciate your consideration of this application and respectfully note that the meeting minutes will be provided upon request or as soon as they become publicly available.

Sincerely,

A handwritten signature in black ink that reads "Anna Hudson". The signature is written in a cursive, flowing style.

Anna Hudson, P.E, Long Range Infrastructure Program Engineer
Walton County Engineering Department

Lake Jackson Multi-Use Path

	Date	Item	Description
1.	11/9/2022 3/6/2023	TAC	2023, 2025 Proposed Capital Projects, Multi Year Implementation; discussion; City of Paxton Complete Streets Plan
2.	11/26/2024	24-1607	Request approval to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chairman to sign a Resolution of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant

WALTON COUNTY, FLORIDA
Board of County Commissioners

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RESOLUTION 2024- 67

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE LAKE JACKSON MULTI-USE PATH AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

WHEREAS, the Florida Department of Transportation (FDOT) administers federal funding known as the Transportation Alternatives Set-Aside Program on behalf of the United States Department of Transportation, Federal Highway Administration's Surface Transportation Block Grant in which a portion of those allocations are for transportation alternatives or enhancements; and

WHEREAS, FDOT is accepting funding applications for small-scale transportation projects for the Transportation Alternatives Set-Aside Program for inclusion in the Tentative Work Program development cycle through Fiscal Years 2026-2031; and

WHEREAS, to obtain a grant from the Transportation Alternatives Set-Aside Program, the County is supporting improvements within the Lake Road right-of-way to expand pedestrian facilities to enhance safety.

NOW THEREFORE BE IT RESOLVED by the Walton County Board of County Commissioners at its regular meeting held on November 26, 2024, the Board hereby endorses their commitment of infrastructure improvements for pedestrians and bicyclists as part of the Lake Jackson Multi-Use Path Project as a priority project for the County and should the County be awarded a Transportation Alternative Set-Aside grant for the design and/or construction phase, the County hereby endorses their commitment to the project's implementation, construction, maintenance and financing.

Approved and effective this 26th day of November, 2024.

Attest:

Loretta A. Laird
for Alex Alford, Clerk of Court and Comptroller



By: Anthony "Tony" Anderson

Print name: Anthony "Tony" Anderson

Chairman

Walton County Board of County Commissioners

WALTON COUNTY, FLORIDA
Board of County Commissioners

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To Whom It May Concern:

At its regular meeting held on November 26, 2024, the Board of County Commissioners of Walton County authorized Anna Hudson, Long Range Infrastructure Program Engineer, to apply for and administer, execute any subsequent reports, forms, or documents required by the Transportation Alternative (TA) Grant program application, for the Lake Jackson Project, on behalf of Walton County.

Should you have any questions, please let me know.

Sincerely,

A handwritten signature in blue ink, which appears to read "Tony Anderson", is written over a horizontal line.

Print Name: Anthony "Tony" Anderson
Chairman
Walton County Board of County Commissioners

CC: Stan Sunday, Walton County Administrator
Anna Hudson, P.E., Walton County Engineering
Cindy Selph, Walton County Grants Coordinator

1.

**NOTICE of
PUBLIC MEETING**

Pursuant to section 286.011, F.S., notice is hereby given that the Transportation Advisory Committee will hold a meeting on Wednesday, November 9, 2022 beginning at 4:00 PM CST at the Paxton Town Hall located at 21872 U.S. Highway 331N, Laurel Hill, FL 32567. The advisory committee consists of representatives of the Walton County Board of Commissioners, City of DeFuniak Springs, City of Freeport and City of Paxton.

The proceedings of the meeting will correspond to the agenda for discussions of transportation projects.

Walton County adheres to the American with Disabilities Act and will make reasonable modifications for access to the meetings upon request. Please call (850) 892-8110 to make a request. For hearing impaired, please call 1-800-955-8771 (TDD), 1-800-955-8770 (VOICE). Requests must be received at least 48 hours in advance of the meeting to allow time to provide the requested services.

4985Z

11-2



Walton County

Transportation Advisory Committee Meeting

Meeting Agenda - Final

Wednesday, November 9, 2022

4:00 PM

Paxton Town Hall located at 21872 U.S.
Highway 331N, Laurel Hill, FL 32567

COMMITTEE MEMBER ATTENDANCE

OPENING COMMENTS

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

RECOGNITION OF GUESTS

CALL TO ORDER

APPROVAL OF CONSENT AGENDA

1. [Item 1](#) Request to approve the Minutes of the October 3, 2022 Regular Meeting

REGULAR AGENDA

2. [Item 2A](#)
[Item 2B](#)
[Item 2C](#) Discussion and ranking of the RRTP Projects for the November 14th
Rural Regional Transportation Plan Meeting

PUBLIC COMMENTS

Please limit comments to three minutes or less

ADJOURN



MINUTES
Transportation Advisory Committee
Wednesday, November 9, 2022, @ 4:00 PM
Paxton Town Hall

ATTENDANCE

PRESENT:

Chairman Anthony Vallee City of DeFuniak Springs Councilman,
Vice-Chairman Danny Glidewell County Commissioner, Tony
Anderson County Commissioner, Donna Smith-City of Paxton
Councilwoman, Ann Sexton-City of Paxton Mayor

ABSENT:

Bud Day-City of Freeport Councilman

STAFF PRESENT: Matt Richardson-County Attorney's Office

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND INVOCATION

CALL TO ORDER

Chairman Vallee called the meeting to order.

OPENING COMMENTS

1. Request to approve the Minutes of October 3, 2022, Regular Meeting

Motion by Vice-Chairman Glidewell, second by Commissioner Anderson to
approve the Minutes of October 3, 2022, Regular Meeting.

4-0 by following votes:

Ayes: Chairman Vallee, Vice-Chairman Glidewell, Commissioner Anderson,
Councilwoman Smith

**2. Discussion and ranking of the RRTP Projects for the November 14th Rural
Regional Transportation Plan Meeting**

Ms. Anna Hudson, Walton County Public Works explained that the Rural Regional Transportation Program (RRTP) is through the Emerald Coast Regional Planning Council (ECRPC). The area includes boundaries outside of the TPO area for several neighboring counties, including Walton. She stated a RRTP meeting was held last week where an overall list of projects was provided. She explained that the list was divided into categories based on draft scoring criteria. Those categories are capacity, resurfacing, bridges, connectivity, safety, bike pedestrian and trail, park and ride lots, and other. She explained that many of the County's projects are in the non-ranked category of other and that category will not receive funding. She stated she has been working with Emerald Coast Regional Planning Council staff to get the projects into a ranked category. She stated the ECRPC will need a list of 6 projects ranked 1 to 6, with 1 being the highest priority. Emerald Coast Regional Planning Council will host workshops in the future to discuss Walton County's projects and surrounding counties projects list.

Chairman Vallee stated for clarification the RRTP plan has not been ranked in the past. He said this will serve as a model for the future. He said process is developing, and the committee can guide how things will move forward in our County, along with other communities.

Ms. Hudson stated this is a pilot program with information shifting regularly. Ms. Hudson then started going through the staff recommended priorities. Commissioner Glidewell asked why Rock Hill Road is on the list under the capacity category. He stated this is supposed to be for the rural areas. Ms. Hudson replied Rock Hill Road is in the rural area. She said an Arc GIS map is in the process of being developed with boundaries and projects to be listed on the map. Commissioner Glidewell asked if the reason for Rock Hill Road being the top ranked project is due to it receiving funding this year. Ms. Hudson replied that the County is anticipating receiving a funding agreement for that project and if the agreement is received, 1A would then be funded and 1B would be the priority ranked project for construction.

Commissioner Glidewell stated priority #2 is Sunrise Road. Ms. Hudson replied it is, this is staff's scoring recommendation to start discussion based on guidelines from the Emerald Coast Regional Planning Council. Chairman Vallee stated staff decided the recommended rankings based on numbers and scoring. He said the Transportation Advisory Committee determines the rankings based on need and public input.

Commissioner Glidewell stated the Walton County School Board has a lot of interest in County Highway 147 from US Highway 331 to State Highway 85 and the project is not ranked in the capacity category. Ms. Hudson stated based on the draft scoring criteria it did not rank and if the committee desires, it can be ranked higher. Chairman Vallee stated it can be ranked ahead of another project or it can be placed at the end as project priority #7. He said if a project gets pushed then it will be on the list. Ms. Hudson said she recalls intersection improvements were very important for the City of Paxton. She

said in the safety category the County Highway 147 and US Highway 331 intersection is ranked as priority #2 based on data pulled for fatalities and crashes. She stated in this category State Road 20 and US Highway 81 intersection is ranked as priority #1 due to fatalities and crashes being very high. Commissioner Glidewell asked if the intersection of State Road 20 and US Highway 81 is in the TPO boundary. Ms. Hudson stated North of State Highway 20 is within the rural area limit.

Chairman Vallee asked how much of the US Highway 331 and County Road 147 project applies to the intersection looking at the safety category. Ms. Hudson replied it would only be the intersection. Chairman Vallee asked if the intersection project was moved up and the project in the capacity category ranked it could create more attention for the project. Ms. Hudson said it could be done that way then all the project categories would be looked at separately. Mayor Ann Sexton stated the intersection of US Highway 331 and County Highway 147 is a top priority to the City of Paxton because of proximity to the school and the EMS station. Councilwoman Smith talked about EMS having trouble getting onto US Highway 331 for emergencies.

Commissioner Glidewell stated the Paxton by-pass is ranked priority #3. He asked Mayor Sexton and Councilwoman Smith if they would like to move the US Highway 331 and County Highway 147 project up the list. Mrs. Smith replied they would like to move this project up on the ranking list. Chairman Vallee suggested ranking US Highway 331 and County Highway 147 at priority #3 and adding Paxton bike path as priority #7.

Commissioner Anderson asked if there is a way to get a lighted intersection at US Highway 331 and County Highway 147. Mayor Sexton replied in the past the city had been told criteria was not met for a traffic light. She stated they have recently been told it could be possible for a caution light due to EMS only having access off County Highway 147. Commissioner Glidewell asked for a warrant analysis of the intersection. Chance Powell with Public Works replied to his knowledge a study is underway currently or one has already been done. Ms. Hudson requested clarification of moving US Highway 331 and County Highway 147 intersection to priority #1 in the safety category on the list.

Commissioner Glidewell asked if any funding sources have been identified. Ms. Hudson replied that no funding sources have been identified at this time. Mr. Powell stated the location of the fire station is not included in the RRTP draft scoring criteria. Councilwoman Smith said the intersection of US Highway 331 and County Highway 147 is a top priority project due to the location of the EMS station. Mr. Powell explained that the intersection may not meet warrant for a signalized intersection but may warrant an emergency signal. Chairman Vallee clarified priorities #1 and #2 would be swapped in the safety category. Ms. Hudson stated the draft project ranking criteria for the safety category is currently crash data and fatalities. She stated staff would recommend the Committee make a motion to modify the RRTP draft scoring criteria to include proximity to schools and fire and rescue stations and for points to be considered when ranking

3

projects. Chairman Vallee stated for clarification it would be staff's recommendation to the ECRPC staff and ECRC to add scoring criteria for proximity to schools and emergency services in the safety category. He questioned if a motion would be needed. Attorney Matt Richardson said a motion could be made or the committee could direct staff. Chairman Vallee asked for a motion for recommendation to add scoring criteria to the draft criteria list and be requested at the next ECRC meeting.

Motion by Commissioner Glidewell, second by Councilwoman Smith to recommend to the ECRPC and ECRC to add scoring criteria for proximity to schools and emergency services in the safety category.

4-0 by following votes:

Ayes: Chairman Vallee, Vice-Chairman Vallee, Commissioner Anderson, Councilwoman Smith

Chairman Vallee asked for other recommendations in the safety category. There were none. Commissioner Glidewell asked if a motion was needed to approve the safety category list with changes. Chairman Vallee stated a motion would be made to approve all the priorities of all categories once changes were made.

Chairman Vallee requested changes to the capacity category. He said a swap was made and the Paxton by-pass is now priority #7. Commissioner Glidewell asked if County Highway 1883 and State Highway 83 project had already been funded. Ms. Hudson stated Public Works is awaiting an agreement from FDOT.

Chairman Vallee asked for changes to the resurfacing category stating priority #1 is County Road 181 E from State Highway 83 to State Highway 2E. Ms. Hudson stated Public Works has submitted an application for the Small County Outreach Program (SCOP) and the Small County Road Assistance Program (SCRAP) grants in hope to receive funding for County Road 181 E from State Highway 83 to State Highway 2E. She stated Perkins Road would need resurfacing soon per conversations with Mr. Buddy Wright with Public Works. Additionally, Ms. Hudson stated that Nance Road is funded in the current budget to be resurfaced in the upcoming year. Chairman Vallee asked if the priorities are based on in house evaluation of projects based on Public Work's capital improvement plan or resurfacing schedule. Ms. Hudson stated project priorities is based on RRTP criteria and priorities set in-house. Chairman Vallee requested if there are any changes or modifications to the list. Commissioner Glidewell questioned the condition rating 0. Ms. Hudson stated that condition rating was not set by the County but was provided by the City of Paxton with 0 rated as the worst. Commissioner Glidewell agreed Cannon Drive is the worst. Chairman Vallee asked for any changes to the resurfacing list. There were none.

Chairman Vallee asked about the bridge list. Ms. Hudson stated the bridges have been identified just outside the RRTP area by ECRPC staff but will remain on the list due to there being a connection between the RRTP and TPO area. The priorities on this list were based on bridge reports and need based on the bridge reports. Commissioner Glidewell asked about the status of bridges on Hub Presley and Cook Road. He said they are FDOT projects located on County roads. Ms. Hudson stated they are in FDOT's 5-year plan. Chairman Vallee asked if there were any changes. There were none.

Chairman Vallee moved on to the list of Pedestrian Trails and Bike Paths. He stated a bike pedestrian study is currently being done by the TPO. He asked if it included the area which is part of the RRTP. Ms. Hudson replied that she was not sure if the area was included in the TPO study. Chairman Vallee stated he would like for it to be included if possible. Ms. Hudson indicated she would reach out to the ECRPC staff and make that request. Commissioner Anderson asked staff if any project including a complete street will be funded. Ms. Hudson stated it would not be in a separate category for complete streets. It is considered other and not ranked. Commissioner Anderson stated he wanted to be sure the County did not miss any funding for projects if a project on the draft list is listed as a complete street project. Ms. Hudson stated the projects on the draft criteria project list are listed as a complete street element.

Commissioner Glidewell asked if State Highway 83 to County Highway 185 was in the 5-year plan. Ms. Hudson replied that State Highway 83 to County Highway 185 was included in the 5-year plan. Chairman Vallee stated in reference to this category they are looking at bike and pedestrian components. Commissioner Glidewell said he wanted to be sure the County is not missing out on receiving any funding if a project is listed as a complete street. Ms. Hudson stated staff's approach was taken to break up the projects identified as complete street or other into several categories to ensure everything was included in a category that could be funded. Commissioner Glidewell said he appreciated the Lake Jackson area being on the list and its ranking. Chairman Vallee asked if everyone agreed with the category rankings. All members stated they agreed with the rankings.

Chairman Vallee discussed the Park and Ride lots. Ms. Hudson stated these were part of the 2020 ECRC Rural Plan and recommended to rank US Highway 331 and Kings Lake Road higher since it is located in the rural area with State Highway 83 and Sunrise Road being just outside of the rural area. Chairman Vallee recommended ranking priority #1 as the park and ride lot at US Highway 331 and Kings Lake Road, and the park and ride lot at State Highway 83 and Sunrise Road as priority #2. Commissioner Glidewell questioned if both projects would require right of way acquisition. Ms. Hudson replied that both projects would require right-of-way acquisition, stating she was not aware of any current parcels. Chairman Vallee asked for a motion to accept the list as modified.

Agenda Item #1.

Motion by Commissioner Glidewell, second by Commissioner Anderson to accept the list as modified. Safety category-ranking US Highway 331 & County Highway 147 intersection as priority #1, State Road 20 & US Highway 81 as priority #2; Capacity category-ranking County Highway 147 as priority #3, adding Paxton Bike Path as priority #7; Park and Ride Lots-ranking US Highway 331 near Kings Lake Road as priority #1, State Highway 83 near Sunrise Road as priority #2.

4-0 by following votes:

Ayes: Chairman Vallee, Commissioner Glidewell, Commissioner Anderson, Councilwoman Smith

Chairman Vallee discussed the draft scoring criteria and recommended projects that are included in an overall mobility plan by a County or City receive higher scoring when ranking the project. He recommended Board Members make the recommendation to the ECRC at the next meeting. Commissioner Glidewell asked if all the projects listed in the RRTP including non-ranked projects are listed in the mobility plan. Ms. Hudson stated the projects are included in the County's adopted Long Range Transportation Plan. Mr. Powell asked if the Mobility Plan and Long Range Transportation Plan should be included when ranking the projects. Chairman Vallee stated yes, they both have different criteria and should be included when ranking projects. He stated the County receives credit for being a part of the county wide Mobility Plan. Ms. Hudson stated a discussion was held with Mrs. Kristen Shell from the Walton County Planning Department and it was determined the at the request of the TAC Board Members the Long Range Transportation Plan was adopted, the Mobility Plan was not due to it having fees. Chairman Vallee asked if they were currently referencing the TPO Long Range Transportation Plan. Mr. Powell stated the County adopted Long Range Transportation Plan is what is being referred to. Chairman Vallee asked for a motion.

Motion by Commissioner Glidewell, Second by Councilwoman Smith for projects included in the overall Mobility Plan and County adopted Long Range Transportation Plan receive higher scoring when ranking.

4-0 by following votes:

Ayes: Chairman Vallee, Commissioner Glidewell, Commissioner Anderson, Councilwoman Smith

Chairman Vallee asked if including a multi-modal component would be favorable when ranking the projects. He stated that component helped with receiving higher rankings for projects at the TPO. He said it would not benefit the rural area, but it does help within the city. Chairman Vallee recommended language be included consistent with the TPO process, including scoring benefits for multi-modal projects. Chairman Vallee asked for a motion.

Motion by Commissioner Glidewell, second by Commissioner Anderson to include language consistent with the TPO process, including scoring benefits for multi-modal projects.

4-0 by following votes:

Ayes: Chairman Vallee, Commissioner Glidewell, Commissioner Anderson, Councilwoman Smith

Public Comment:

David Herring talked about Perkins Road. He wanted to make sure staff was aware that Perkins Road was paved previously with FEMA money.

Mr. McRae questioned if there was any coordination with Okaloosa County regarding State Highway 85. He said that there are 13 crosses on State Highway 85 between Walton and Okaloosa County. Chairman Vallee replied there is coordination with surrounding counties. He stated staff looks at fatalities for safety and those projects receive higher scoring. Commissioner Glidewell stated Harrison Curve was a bad area.

ADJOURN

Chairman Councilman Vallee adjourned the meeting at 4:41 pm.

Walton County Rural Projects BIKE/PEDESTRIAN/TRAILS CATEGORY
RURAL REGIONAL TRANSPORTATION PLAN (RRTP)

GISID	JURISDICTION	CATEGORY	ROADWAY	FROM	TO	IMPROVEMENT	NOTES	STAFF RECOMMENDED CATEGORY RANKING
21	Walton County, Defunick	Bike/Ped/Trails	SR 83	Alabama State Line	WWII Veterans Lane	Complete Street	Complete Street elements such as 10' to 12' wide multi-use trail. (Renowned widening per Anna Hudson/Paxton request- Correction: Paxton does not want widening of existing US 331 N to AL State Line, not SR 83)	NR
22	Defunick Springs	Bike/Ped/Trails	US Hwy 331 N	Paxton By-Pass	Coy Burgess Connector	Complete Street	Existing portion of US 331 to include Complete Street elements such as a 10' to 12' wide multi-use trail.	NR
94	Paxton	Bike/Ped/Trails	Cannon Drive Roadway & Pedestrian Improvements	Co Hwy 147 W	Adams St	Upgrade Road & Complete Street	Upgrade roadway with necessary drainage improvements and add pedestrian facility.	5
95	Paxton	Bike/Ped/Trails	Adams Street Roadway & Pedestrian Improvements	Clear Springs Rd	Co Hwy 147 W	Road Upgrade & Complete Street	Upgrade roadway with necessary drainage improvements and add pedestrian facility.	4
120	Paxton, Walton County	Bike/Ped/Trails	Lake Jackson Multi-Use Trail			Multi-Use Trail	Upgrade and realign road, add Complete Street elements such as a path or buffered bike lanes. New multi-use trail with a cross-section consistent to the existing trail. Add hardscape (laminate, benches, wayfinding) and landscape along the trail.	2
171	Walton County	Bike/Ped/Trails	SR 81	Rock Hill Road	SR 20	Complete Street	Upgrade and realign road, add Complete Street elements such as a path or buffered bike lanes.	NR
DELETE-167	Walton County	Bike/Ped/Trails	US 331 S (SR 83)	I-10	Rock Hill Road	Complete Street	OUTSIDE OF RRTP AREA. Add Complete Street elements such as a path or buffered bike lanes.	
166	Walton County	Bike/Ped/Trails	SR 2	SR 83	US 331	Upgrade Road & Complete Street	Add Complete Street elements such as a path, trail or buffered bike lanes.	NR
170	Walton County	Bike/Ped/Trails	SR 20 East	Bay County	SR 81	Complete Street	Add Complete Street elements such as buffered bike lanes and a 10' to 12' wide trail on the north side of right-of-way	NR
DELETE-23	Defunick Springs	Bike/Ped/Trails	US 331 N	Coy Burgess Connector	US Hwy 90	Complete Street	OUTSIDE OF RRTP AREA. West Alternative (WA): Existing portion of US 331 to include Complete Street elements such as a 10' to 12' wide multi-use trail and intersection improvements at US 90.	
125	Paxton, Walton County	Bike/Ped/Trails	US 331 N	Paxton By-Pass	Alabama State Line	Complete Street	Add Complete Street elements such as buffered bike lanes, a 10' to 12' wide trail on one side of US 331 and a sidewalk or path on the other side. Add high visibility crosswalks at schools, parks, and community destinations.	3
123	Paxton, Walton County	Bike/Ped/Trails	Co Hwy 147	US 331	SR 85	Complete Street	Add Complete Street elements such as a path or trail and bike lanes.	6
122	Paxton, Walton County	Bike/Ped/Trails	Co Hwy 147	Paxton By-Pass	US 331	Complete Street	Add Complete Street elements such as a path or trail and bike lanes.	NR
121	Paxton, Walton County	Bike/Ped/Trails	Clear Springs Rd	US 331	SR 85	Road Upgrade & Complete Street	Add Complete Street elements such as a path or trail and bike lanes.	1

**NOTICE of
PUBLIC MEETING**

Pursuant to section 286.011, F.S., notice is hereby given that the Transportation Advisory Committee will hold a meeting on Monday, March 6, 2023 beginning at 1:00 PM CST at the Walton County Courthouse located at 571 US Highway 90 East, DeFuniak Springs, Florida. The advisory committee consists of representatives of the Walton County Board of Commissioners, City of DeFuniak Springs, City of Freeport and City of Paxton.

The proceedings of the meeting will correspond to the agenda for discussions of transportation projects.

Walton County adheres to the American with Disabilities Act and will make reasonable modifications for access to the meetings upon request. Please call (850) 892-8110 to make a request. For hearing impaired, please call 1-800-955-8771 (TDD), 1-800-955-8770 (VOICE). Requests must be received at least 48 hours in advance of the meeting to allow time to provide the requested services.

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Walton County

Transportation Advisory Committee Meeting

Meeting Agenda - Final

Monday, March 6, 2023

1:00 PM

DeFuniak Springs Board Room

COMMITTEE MEMBER ATTENDANCE

OPENING COMMENTS

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

RECOGNITION OF GUESTS

CALL TO ORDER

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION

APPROVAL OF CONSENT AGENDA

1. [Item 1](#) Request to approve the Minutes of November 9, 2022 Regular Meeting

REGULAR AGENDA

2. [Item 2](#) Discussion of Project Rankings for Year One of the previously Approved Draft Multi-Year Implementation Plan
3. Discussion of Interlocal or Other Legal Agreement between the County and Cities regarding Transportation Impacts from Developments
4. [Item 4](#) 2023 Meeting Schedule
5. Amtrak Update, Chairman Tony Vallee
6. Rail Discussion, Chairman Tony Vallee

PUBLIC COMMENTS

Please limit comments to three minutes or less

ADJOURN



Walton County

Transportation Advisory Committee

Meeting Minutes

Monday, March 6, 2023

1:00 PM

DeFuniak Springs Board Room

The Transportation Advisory Committee, Walton County, Florida met on Monday, March 16, 2023, at 1:00 PM at the DeFuniak Springs Board Room in DeFuniak Springs, Florida.

ATTENDANCE

The following members were present: Anthony Vallee-DeFuniak Springs City Council, Tracey Dickey-City of Freeport, Commissioner Danny Glidewell, Commissioner Tony Anderson, Kim Kirby-Walton County School Board, Ryan Crawford-South Walton Fire District, John Dunham-Liberty Fire District.

STAFF PRESENT

Matt Richardson, County Attorney's Office

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

OPENING COMMENTS

Chairman Vallee invited new Councilmembers to introduce themselves.

CALL TO ORDER

Chairman Vallee called the meeting to order.

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

Chairman Vallee asked for approval of Agenda with any additions or deletions.

Motion by Vice-Chairman Commissioner Glidewell, second by Councilman Commissioner Anderson.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION

APPROVAL OF CONSENT AGENDA

Chairman Vallee asked if there were any items to add or remove from the Consent Agenda. Seeing none he asked for a Motion to Approve.

Motion by Councilman Commissioner Anderson, second by Vice-Chairman Commissioner Danny Glidewell.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

March 6, 2023

Prepared by: Chaela Floyd

Agenda Item #1.

1. Request to approve the Minutes of November 9, 2022 Regular Meeting

REGULAR AGENDA

2. Discussion of Project Rankings for Year One of the previously Approved Draft Multi-Year Implementation Plan

Chairman Vallee stated Walton County Public Works would be assisting with this topic on the first attached page. Chairman Vallee stated his understanding of the list was year-one "shovel-ready" projects including opportunities for matching funds. He elaborated that the committee has a limited pool of funds available after this and matching funds on larger projects is a way to extend funds. The downside being that is still in process, so they take longer to see but this is a way to multiply the money. Chairman Vallee then invited Anna Hudson to elaborate.

Anna Hudson from Walton County Public Works indicated that Public Works has been asked to look at the Year One of the previously Approved Draft Multi-Year Implementation Plan. Green items are projects identified on year one that the county has already funded. The orange color is what the county considers the priority – "shovel-ready" with permits pending. She encouraged that the sheet be used as a tool for funding.

Vice-Chair Commissioner Glidewell stated that he thought the County Road 147 and 331 Intersection regarding the school in Paxton for intersection improvements was supposed to be on the list but did not see it.

Anna Hudson responded that on the RRTP (Regional Rural Transportation Plan) it was moved up for that project but this is just the Multi-Year Implementation Plan. That is currently on year 2025 which is year 3 item number 29.

Vice-Chair Commissioner Glidewell recommended this item be moved to this year.

Chairman Vallee asked Anna Hudson for a number on the above topic as well.

Chairman Vallee expanded that project in Paxton is both a safety and school and fire related project. The Committee would like to move this project up due to the fact it is covering a lot of entities in the county so this one urgently needed.

Anna Hudson stated looking at the spreadsheet it is on year one for design and clarified that year 2025 is for construction. Project ID Number 21 was erroneously omitted from year 1 draft spreadsheet and that will be corrected.

Chairman Vallee asked the Committee to review the plan and asked about any items that need to be emphasized in priority at which point no further comments were made.

Chairman Vallee provided an update on the City of DeFuniak Springs receiving award for the Reconnecting Communities Application in the amount of \$740,000 with a match of \$210,000. The intention is to create safe pedestrian crossings.

Anna Hudson confirmed the CR 147 Improvement Project is the only one erroneously omitted from the Committee's spreadsheet is Project #21 as it references the original project number – not the ranking.

Vice-Chair Commissioner Glidewell recommended ranking the project at number 11.

Anna Hudson advised that would shift projects 12-18 down.

Motion by Vice-Chair Commissioner Glidewell to insert the CR 147 Improvements at Paxton to number 11 on the ranking, Councilman Commissioner Anderson seconded.

March 6, 2023

Prepared by: Chaela Floyd

Agenda Item #1.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

Chairman Vallee requested a motion to accept the list for recommendation.

Motion by Vice-Chairman Commissioner Glidewell, second by Councilman Commissioner Anderson.

Public Comment:

Celeste Cobena addressed the Committee regarding Item 14 the South Walton North/South Connector and the discrepancy between the amount stated on the list and the amount provided by Atkins.

Chance Powell with Walton County Public Works stated that staff came up with this number in May before information was received from Atkins.

Celeste Cobena asked how acreage cost was based.

Chance Powell responded that there was a similar estimate at Eden state park. Those values in the benefit analysis were much less than market value.

Celeste Cobena requested this item be removed from the list and commented this will never be approved by the ARC Council.

Comments closed.

Chairman Vallee called for a vote on the motion.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

3. Discussion of Interlocal or Other Legal Agreement between the County and Cities regarding Transportation Impacts from Developments

Chairman Vallee asked Anna Hudson and Chance Powell to begin the conversation.

Anna Hudson discussed, that it has recently came up at a Board of County Commissioners meeting, Walton County Public Works is involved in reviews and has identified items which require a legal mechanism regarding various items requiring coordination between cities and Walton County. An update was provided regarding the Right of Way Use policy revisions requested by the Board of County Commissioners. As part of that, staff has researched the development of a Driveway Connection Permit for single family residential and possibly commercial developments along county maintained roadways.

Anna Hudson requested the assistance of this committee with regard to this topic.

Chairman Vallee asked if the intention was to open a dialogue which should include the traffic study.

March 6, 2023
Prepared by: Chaela Floyd

Agenda Item #1.

project and encouraged the Board of County Commissioners and this committee to get this study soon. She recommended that due to the expense, that focus should be to phase it on the areas with most issues. She suggested Freeport first because it's central and encouraged the county and this committee to come up with the criteria as soon as possible because they cannot operate without it.

Chairman Vallee opened any additional public comment, modifications, or motions. Seeing none, he brought forward the current motion for respective planning staffs and the public works traffic engineers to have a workshop to meet with legal and provide a draft.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

Vice-Chair Commissioner Glidewell suggested another motion to ask Board of County Commissioners to proceed with a traffic study.

Motion made by Councilman Dickey to proceed with traffic study. Seconded by Councilman Ryan Crawford.

Chairman Vallee opened for any additional comment or discussion.

Public Comment:

Barbara Morano questioned if the proposed traffic study is different than the mobility study.

Chairman Vallee responded to the connection of the traffic study to the mobility study.

Barbara Morano had a concern of the cost of a traffic study and suggested looking at current mobility study and with a possibility of breaking down the data.

Chairman Vallee opened any additional comment or discussion. Seeing none, he brought forward the current motion to proceed with traffic study.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

4. 2023 Meeting Schedule

Motion by Vice-Chair Commissioner Glidewell to approve the 2023 Meeting Schedule. Second by Councilman Commissioner Anderson.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

5. Amtrak Update, Chairman Tony Vallee

Chairman Vallee shared recent news about Amtrack. Pensacola has now been willing to take up that role thanks to Mayor Reeves and due to his work, we have the most progress in 15 years.

6. Rail Discussion, Chairman Tony Vallee

March 6, 2023

Prepared by: Chaela Floyd

Agenda Item #1.

Chance Powell stated there was a good working relationship with the cities and this request may assist Walton County from a different level than they currently have and provide support to Public Works.

Anna Hudson clarified this falls into a category where we have county roads in city limits and that a determination of coordination would be a proactive measure.

Chairman Vallee stated several issues exist regarding municipalities and data exchange and that it is possible bring the Fire and Police Departments into an earlier conversation. He proposed that the Traffic Advisory Committee go back to respective boards for a technical workshop to include Walton County Public Works and cities.

Vice-Chair Commissioner Glidewell commented on the accelerated speed at which development is occurring for Walton County as a whole. He stated the Board of County Commissioners' position was to bring back a solution to allow the county to have input on the impact on county roads.

Councilman Commissioner Anderson agreed with Vice-Chair Commissioner Glidewell and stated a workshop between county and city representatives needs to take place.

Chairman Vallee consulted Matt Richardson as to the best way to structure such a meeting.

Matt Richardson stated his office has a good working relationship with the cities. This proposal would assist his office in these endeavors. Their office needs direction on the interlocals.

Vice-Chair Commissioner Glidewell proposed the proper thing would be to ask respective cities to allow their planning staff to meet with Walton County Public Works, county planning staff and our legal staff to produce an interlocal to implement these then bring back to respective for approval.

Motion made by Vice-Chair Commissioner Glidewell for the respective planning staffs and the public works traffic engineers to have a workshop to meet with legal and provide a draft. Second by Councilman Commissioner Anderson.

Public Comment:

Robert Nelson encouraged prioritization of this topic. As an example, the traffic concurrency report identified a \$163,000 deficiency at Harbeson Field which the planning director said those funds could not be used within the city limits due to lack of interlocal agreement.

Councilman Commissioner Anderson agreed with Mr. Nelson's comments and concerns.

Robert Nelson stated his surprise to find no data sharing is going on which causes difficulties in development and traffic.

Vice-Chair Commissioner Glidewell agreed it would be ridiculous to collect money for Walton Road and not spend it there.

Councilwoman Kirby commented within next two years the Walton County School Board will be building Administrative Offices off Walton Road. This will also impact the traffic, so planning is necessary.

Latilida Hughes-Neel, Planning Director for the City of Freeport, stated she enjoys the close, good, communicative relationship with Anna Hudson and Chance Powell. The City of Freeport is very much in favor of the county coming up with right of way connection criteria which includes an application process. On the subject of interlocal agreements and transportation fees she agrees that needs to happen. However, told by Clay Adkinson, who is also legal representative for Freeport, Paxton, and DeFuniak Springs, that before we can implement any interlocal agreement or come up with traffic fees – a traffic study must be done. She stated this is a huge

March 6, 2023

Prepared by: Chaela Floyd

Agenda Item #1.

Chairman Vallee discussed the funding from the Jobs Act passed for Florida alone identifies 16 billion in competitive grants for development programs. A recent resolution from the City of DeFuniak Springs and the Board of County Commissioners was passed for Pensacola to pursue this. He stated if we those funds are received, it's federal money back to Florida to study this corridor and can answer various questions: Is it viable, possible and what does it mean and what is the impact to the community? That money is the first step in getting us back on the map. According to Amtrack we haven't been on the map in years, though now we're currently a small portion on the map across the northern panhandle of Florida. The conversation has allowed for approval of an economic impact study. The rail was sold from CSX and the new operator sees the benefit.

Chairman Vallee stated that we have a historic line that is ready to be established so the City of DeFuniak is pursuing it. It will be the only stop in Walton County. There is an opportunity to provide access to our citizens by having an occasional stop. It also opens a broad market and provides traffic relief by bringing visitor traffic to DeFuniak by rail instead of car. As it relates to rankings, the only way this will work is to work together and to push forward on projects. He stated that while it is okay to adjust annually, TPO (Transportation Planning Organization) needs consistency.

Vice-Chair Commissioner Glidewell added the need to involve the TDC (Tourist Development Council) in this effort from the start.

Chairman Vallee agreed on involving the TDC and the necessity of tourism and local data.

Vice-Chair Commissioner Glidewell suggested asking TDC for study.

Chairman Vallee that would be appropriate use of TDC funds considering the funds brought in by tourism.

Chairman Vallee opened any additional comment or discussion.

Barbara Morano spoke regarding an alliance for providing data on economic impact.

Chairman Vallee stated he has been provided with preliminary economic data and he will be submitting needs for additional data available.

Barbara Morano commented on the budget and suggested some information can come from the alliance which may be more expedient and a non-issue of funds.

Vice-Chair Commissioner Glidewell stated that this is not a north Walton tourism issue as the stops would be for the beach rendering it a county wide discussion.

Chairman Vallee commented on the numbers of south Walton visitors being something that may reflect the tourists to the area.

PUBLIC COMMENTS

ADJOURN

Chairman Vallee adjourned the meeting at 1:51 PM.

2.



Walton County
Board of County Commissioners
AGENDA ITEM REPORT

24-1607

Meeting: Board of County Commissioners - Nov 26 2024
Department: Engineering
Submitted by: Chaela Floyd
Staff Contact: Anna Hudson, Staff Engineer

Approved as to Legal Form: Yes **Reviewed by Finance:** N/A

☒ **Consent Agenda** ☐ **Regular Agenda** ☐ **Public Hearing**

TITLE/REQUESTED ACTION:

Request approval to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chairman to sign a Resolution of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant

PURPOSE / SUMMARY EXPLANATION OR HISTORY:

REQUEST: Staff recommends the submission of the Lake Jackson Multi-Use Path project for design funding as it will complete a missing link in an existing pedestrian facility that is located around Lake Jackson along both the Alabama and Florida boundaries. Project length is approximately 1 mile and will commence on Lake Drive at the termination of the existing multi-use path and ends at the State Road 85 intersection, just west of the County's existing boat landing facility. This project is located within the RRTP boundaries.

The Lake Jackson Multi-Use Path project will provide pedestrian facilities from the termination of the existing multi-use path located along Lake Drive to State Road 85, approximately one mile in length. The pedestrian facility will provide a connection to a County boat ramp along Lake Jackson. This request is for the design and permitting of the multi-use path project.

The Transportation Alternatives (TA) Set-Aside program provides funding for programs and projects defined as: On-and-off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, community improvement activities, environmental mitigation and projects for planning, designating or constructing boulevards and other roadways largely in the right-of-way of formerly divided highways.

Currently, the Florida Department of Transportation (FDOT) is accepting applications for projects located within the Okaloosa-Walton Transportation Planning Organization (O-W TPO) boundaries and the Emerald Coast Regional Council (ECRC) Regional Rural Transportation Plan (RRTP) boundaries.

FDOT District 3 Transportation Alternatives (TA) Set Aside applications are due January 17, 2025.

ATTACHMENTS:

Resolution TA Lake Jackson

LAKE JACKSON MULTIUSE PATH LOCATION MAP

Letter of Authorization - Lake Jackson TA



MINUTES

Board of County Commissioners

Tuesday, November 26, 2024, @ 9:00 AM

South Walton Annex Board Room

Regular Meeting

COMMISSIONER ATTENDANCE

PRESENT: Chair Tony Anderson, Vice Chair Donna Johns, Commissioner Brad Drake, Commissioner Dan Curry, and Commissioner Danny Glidewell

STAFF PRESENT: Assistant County Attorney Matthew Richardson, County Administrator Stan Sunday, and Chief Financial Officer Melissa Thomason

OPENING COMMENTS

INVOCATION AND PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

RECOGNITION OF GUESTS

Chair Anderson recognized Argyle Fire District Commissioner Jeff Talbert.

CALL TO ORDER

Chair Anderson called the meeting to order at 9:03 a.m.

CONSIDER ADDITIONS/DELETIONS

Additions:

Interim County Attorney, Clay Adkinson

Add #1 - (24-1634) Request approval to schedule and advertise a special meeting for an Executive Session regarding Parked Properties, GA, LLC vs Walton County, Department of Code Compliance, Case Number 21CA438

Vice-Chair Donna Johns

Add #2 - (24-1633) Request to readdress tree ordinance

Deletions:

Administrator Sunday requested Consent Agenda Item 7 be deleted from the Consent Agenda to work out the details

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve the agenda with the changes as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

PUBLIC COMMENTS

There were no public comments.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION

This item was previously discussed in the meeting.

APPROVAL OF CONSENT AGENDA

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve with the changes as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

CLERK'S ITEMS:

1. Request to approve the Expenditure Approval List (EAL).

Accounts	Totals
General Fund:	\$ 4,091,774.26
Public Works	\$ 767,377.42
Bldg. Dept.	\$ 8,311.54
N.W. Mosquito Control	\$ 1,264.79
Mosq. Control State	\$ 491.12
Fine & Forfeiture	\$ 9,113,087.30
Section 8 Housing /HUD	\$ 97.13
Tourist Dev. Council	\$ 1,260,467.89
Solid Waste Enterprise	\$ 902,100.21
Recreation Plat Fee	\$ 12,272.75
Capital Projects Fund	\$ 1,603,988.90
TOTAL	\$ 17,761,233.31

2. Request to approve and authorize the Chair to sign the minutes of the October 3, 2024, Land-Use Hearing; October 22, 2024, Land-Use Hearing; October 22, 2024, Regular Meeting; November 12, 2024, Executive Session re: CBHIV vs WC 3:23-cv-21629; and November 12, 2024, Executive Session re: Customary Use 18CA547.

ADMINISTRATION - CONSENT ITEMS:

November 26, 2024 – Regular Meeting
Prepared by: Sylvia Powell

2

16. Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Jason A. Cobb and Hally R. Cobb.
17. Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Patricia A. Cobb.
18. Request to approve and authorize for Chair to sign three (3) Satisfaction of SHIP Mortgages for Jane Cobb.

EMERGENCY MANAGEMENT - CONSENT ITEMS:

19. Request to approve the purchase of one (1) 3/4-ton 4WD Crew Cab pickup truck in an amount not to exceed \$60,000.

ENGINEERING - CONSENT ITEMS:

20. Request approval to apply for the Transportation Alternative Grant for the construction of the Walton Road Multi Use Path from U. S. Highway 331 to 20th Street project and approve and authorize the Chair to sign Resolution 2024-66 of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.
21. Request approval to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chair to sign a Resolution 2024-67 of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.

ENVIRONMENTAL SERVICES - CONSENT ITEMS:

22. Request to approve and authorize the Chair to sign Contract No.: WO105 with the Florida Department of Corrections for the use of inmate labor (Inmate Work Squads) in work programs.

HUMAN RESOURCES - CONSENT ITEMS:

23. Request to approve and authorize the Chair to sign the First Option to Renew the Agreement for Employee Benefits Consultant Services with the Gehring Group.

CITIZEN REQUESTS

There were no citizens requests.

STAN SUNDAY, COUNTY ADMINISTRATOR

Administrator Sunday had no items to present.

ENGINEERING

24. Request approval to award Invitation to Bid (ITB) No.: 24-40 to the lowest, most responsive bidder, Premier Paving, LLC in an amount not to exceed \$357,165.58 for the construction of the Walton County North End Multi-Use Trail and Pedestrian Path Connections project (Phase I -20th Street) funded by the Florida



MICHAEL A. ADKINSON, JR., SHERIFF
Office of the Sheriff, Walton County



Date: January 13th, 2025

To whom it may concern:

I am writing to express my strong support for the Walton County Engineering Department's application for the Transportation Alternatives Grant. The grant will assist with two projects, the Walton Road Multi-Use Path and the Lake Jackson Multi-Use Path. As Fire Chief of Walton County Fire Rescue, I understand the vital importance of safe and efficient transportation infrastructure within our community.

The projects outlined in the application will significantly benefit Walton County residents by enhancing pedestrian and/or bike safety. These improvements will directly enhance public safety and the overall quality of life in Walton County.

Walton County Fire Rescue fully supports the Engineering Department's efforts to secure these funds and believes that the proposed improvements are essential to the continued growth and well-being of our community. We are confident that this grant will be instrumental in achieving these important goals.

Please do not hesitate to contact me if you have any questions.

Sincerely,

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

Austin Pugh
Fire Chief
Walton County Fire Rescue



Merrifield & Pilcher Realty

682 Baldwin Ave.
DeFuniak Springs, FL 32435
Office 850 892-9650 Fax 850 892-9651
www.merrifieldpilcher.com

January 13, 2025

Re: Lake Jackson Multi-Use Path Phase 2 Design

This letter is in support of the Lake Jackson Multi-Use Path Phase 2 Design. As a long time resident of this area plus the owner of a Real Estate Company servicing this area, I know these improvements will definitely improve the safety of this area for both pedestrians and motorists. A designated path has been much needed for a long time. Locals as well as visitors to the area enjoy walking, running, plus schools and community activities around the lake.

I ask you to please approve the funding for the design of Phase 2. We need a designated path.

Sincerely,

Sally R. Merrifield
Broker/Owner

A. Russell Hughes
Superintendent of Schools



145 Park Street
DeFuniak Springs, FL 32435
850.892.1100
Fax 850.892.1191
www.walton.k12.fl.us

November 20, 2025

RE: Lake Jackson Multi-Use Path Phase 2 Design

To Whom It May Concern:

The Walton County School District is pleased to express its full support for the Lake Jackson Multi-Use Path Phase 2 Design Project. This project proposes significant pedestrian and bicyclist improvements along Lake Drive—from the existing path terminus to the Lake Road intersection and continuing from the Lake Drive intersection to State Road 85. Planned enhancements include the addition of a dedicated walking path and/or bicycle lanes designed to improve safety, connectivity, and usability for all residents.

These improvements will provide meaningful benefits to the students, families, and broader community in northern Walton County. The development of a safe, multi-use outdoor path will support a wide range of recreational and transportation needs. The School District anticipates utilizing this improved corridor for extracurricular activities, such as cross-country training, and recognizes its value in supporting community events, including the annual *Cancer Freeze*, which provides assistance to local families facing medical challenges.

The Walton County School District fully supports the Lake Jackson Multi-Use Path Phase 2 Design Project and acknowledges the positive impact it will have in enhancing public safety, accommodating regional growth, and expanding opportunities for healthy outdoor engagement for our community members.

Sincerely,

A. Russell Hughes
Superintendent of Schools
Walton County School District

“Preparing the Whole Child for a Life of Success”

PART 8

SUPPORTING DOCUMENTATION

- a. Comprehensive Plan Excerpt
- b. ECRC Rural Plan Excerpt
- c. County LRTP/Mobility Plan Excerpt

TRANSPORTATION MOBILITY ELEMENT, GOALS, OBJECTIVES, AND POLICIES

GOAL T-1: ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR PEOPLE WALKING, BICYCLING, ACCESSING TRANSIT, DRIVING VEHICLES, AND USING NEW MOBILITY TECHNOLOGY THAT IS SENSITIVE TO THE BUILT AND NATURAL ENVIRONMENTS OF WALTON COUNTY.

Objective T-1.1: Walton County shall develop transportation corridors on state and local roads in order that the public health, safety, and welfare may be protected, preserved, and improved by planning for future growth and by creatively integrating land use, transportation, parking, and funding. .

Policy T-1.1.1: Walton County shall establish strategies in the Mobility Plan to facilitate local traffic using alternatives to major collector and arterial roadways to protect their inter-regional and intra-state travel functions. Part of the strategies shall be to continue to plan a parallel network of multimodal projects to reduce congestion on the State Highway System and provide alternative routes in the event of manmade or natural events that impede the function of the State Highway System.

Policy T-1.1.2: Walton County shall develop and maintain a Roadway Characteristics Map Series and Database to include a Functional Classification map. The Map Series and Database shall be periodically updated through resolution by the Board of County Commissioners.

Policy T-1.1.3: Walton County may develop Corridor Management Plans (CMP) which will contain the criteria to manage the land uses within and adjacent to the transportation corridors identified in Policy T-1.1.2 including restrictions on nonresidential and residential construction within the designated corridor and identification of permitted land uses within the corridor plan area.

Policy T-1.1.4: Walton County shall establish functional classification-based criteria to protect future needed rights-of-way for designated transportation corridors and other roadways within the County. Right-of-way needs may also be established based on transportation improvements identified in the Walton County Mobility Plan and/or Okaloosa-Walton Transportation Planning Organization (OWTPO) Long Range Transportation Plan (LRTP).

Policy T-1.4.5: Walton County shall coordinate with the OWTPO, the Emerald Coast Regional Planning Council, and the Florida Department of Transportation (FDOT) in developing a parallel network of local roads as alternative corridors to the State Highway System within the County which will help to provide additional capacity for both local and through traffic.

GOAL T-2: WALTON COUNTY SHALL PROVIDE FOR A SAFE, CONVENIENT, EFFICIENT, INTERCONNECTED, MULTI-MODAL TRANSPORTATION SYSTEM.

Objective T-2.1: Right of Way Protection. Walton County shall provide for the protection and acquisition of existing and future rights of way for all modes of transportation.

Policy T-2.1.1 Walton County shall maintain an advanced right-of-way acquisition program including the establishment of measures for their acquisition, preservation, or protection for all modes of transportation.

Policy T-2.1.2 The Capital Improvements Element and Program may contain line items each year for advanced right-of-way acquisition when necessary.

Policy T-2.1.3: To protect future needed rights-of-way the setbacks for all structures, parking, and horizontal infrastructure regulations shall be designated in the LDC for new development.

Policy T-2.1.4: No parking shall be allowed within the public rights-of-ways immediately adjacent to the traveled way of a public roadway facility except for public purpose including but not limited to: access to public facilities, beach access, and other similar public uses. Parking may be allowed in public rights-of-way, if approved by the County Engineer, for private commercially operated establishments if located along frontage/parallel roadways.

Policy T-2.1.5: Walton County shall protect the existing public easements and rights-of-ways from encroachment by new development by establishing measures within the LDC for this purpose.

Objective T-2.2: Establish Quality and Level of Service Standards based on the Future Land Use Map and the projected integrated transportation system.

Policy T-2.2.1: Walton County shall use the best available data, and use professionally accepted practices, in the development of its Quality and Level of Service analysis methodology, procedures, and assumptions in analyzing existing and future quality and levels of service of the multi-modal transportation system as part of updates to the Mobility Plan and Mobility Fee.

Policy T-2.2.2: Walton County shall adopt a Level of Service (LOS) standard of “D” (hereafter referred to as LOS “D”), for all County maintained arterials and collectors for the purposes of long range transportation and mobility planning, site access evaluations, regional funding opportunities and evaluating amendments to the future land use map or element that result in an increase in density or intensity.

The noted LOS standard does not apply to the following right-of-way constrained facilities:

CR 30A US 98 on the West End to US 98 on the East End

CR 2378 (Scenic 98) Okaloosa County Line to US 98 on the East End

Policy T-2.2.3: The minimum level of service standards adopted by Walton County for roads designated on the State Highway System and under the jurisdictional responsibility of the Florida Department of Transportation shall be based on and consistent with the statewide minimum level of service standards for the purposes of long range transportation and mobility planning, site

access evaluations, regional funding opportunities, and evaluating amendments to the future land use map or element that result in an increase in density or intensity, and pursuit of regional funding initiatives.

Policy T-2.2.4: Walton County shall evaluate the establishment of areawide roadway level of service standards and quality of service standards as part of updates to the Mobility Plan. The next update would include an existing conditions analysis to establish a benchmark from which to measure future performance of the Mobility Plan.

Objective T-2.3: The County shall develop a financially feasible Transportation Capital Improvements Schedule (CIS) to provide for the funding of multimodal projects as identified in the County's Mobility Plan and/or the Okaloosa-Walton Long Range Transportation Plan.

Policy T-2.3.1: The Okaloosa-Walton Transportation Planning Organization (OWTPO) Cost Feasible Plan, the OWTPO Transportation Improvement Program, the FDOT Strategic Intermodal System Plans, and other County revenue sources will be utilized in determining the financial feasibility and scheduling requirements of the County's CIS.

Policy T-2.3.2: The County's CIS will be updated on an annual basis to include, eliminate, defer, or delay construction of any multimodal project to account for changed conditions related to growth and/or funding.

Policy T-2.3.3: The County intends to engage in Public/Private Partnerships to develop an interconnected multimodal network in undeveloped and developing areas to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways. Updates of the Mobility Plan shall evaluate the establishment of future corridors for new facilities and upgrades of the functional classification of existing roadways.

Policy T-2.3.4: Comprehensive Plan amendments to the Future Land Use Element or Map and developments that result in an increase in density or intensity shall evaluate the transportation impact of the amendment as defined in the County's Guidelines. The entity requesting the amendment shall be required to demonstrate that the adopted LOS standards are maintained, and that additional required infrastructure is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within three (3) years of approval of the Comprehensive Plan Amendment to demonstrate that LOS standards are maintained for corridors that are identified as deficient.

Policy T-2.3.5: A mobility fee shall be adopted to ensure that development assist in funding multimodal projects and fully mitigates its off-site impact to the transportation system.

- A. Development shall satisfy off-site transportation impact mitigation obligations through payment of a mobility fee.

- B. Modes of transportation to be addressed by the mobility fee shall be walking, bicycling, accessing and riding transit, driving a motor vehicle, and using new mobility technologies.
- C. The mobility fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.
- D. The Board of County Commissioners shall have the ability to amend the Mobility Fee Schedule consistent with Florida Statute.

Policy T-2.3.6: New development shall be reviewed for site-related operational access improvements, in addition to mobility fee requirements to address off-site impacts, in accordance with the County's Site Access Evaluation Guidelines.

Policy T-2.3.7: New development may be required to pay for or construct site related operational access improvements to any publicly maintained un-improved dirt roadway or substandard roadway utilized to access new development, in addition to mobility fee requirements non site related access improvements.

Policy T-2.3.8: A methodology for assessing a cost of the site-related operational access improvement shall be developed which allows a development to construct a site-related operational improvements in its entirety and then be reimbursed by other future development that may benefit from such an improvement. The methodology shall also include a process to allow for payment for a site-related operational access improvement that may not be feasible due to right-of-way ownership, physical constraints, or pending improvements that could be expanded to include the site-related access improvement.

Policy T-2.3.9 Walton County shall establish LDC requirements for development to address circulation for people walking, bicycling, and accessing transit including internal sidewalks, bicycle paths, pick-up and drop-off areas, as well as connectivity to adjacent developments and multimodal facilities along development boundaries.

Policy T-2.3.10: All projects identified within the Mobility Plan are consistent with the Comprehensive Plan and should be considered for any future funding opportunities.

Policy T-2.3.11: Evacuation of populations during impending natural disasters shall be considered within the County's long range transportation planning process (Mobility Plan).

Objective T-2.4: Walton County shall regulate the provision of roadway access to the State Highway System and/or County Road Network for all development.

Policy T-2.4.1: Limit access to the State Highway System by controlling the number and location of site access driveways and other intersecting roads according to the procedures and standards outlined in FDOT Rule Chapters 14-96 and 14-97.

Policy T-2.4.2: Limit access to the County Roadway Network by complying with access management standards as established in the LDC.

Policy T-2.4.3: Shared driveways or cross-access easements shall be required for adjacent properties where feasible to promote interconnectivity.

Policy T-2.4.4: The use of parallel roads and shared access drives separated from through traffic shall be promoted to optimize the number of site access driveways and intersecting roads, where necessary to maintain the safe and efficient operation of the transportation system.

Policy T-2.4.5: No subdivision of lands shall occur within the County without an overall internal multimodal circulation plan and access management plan to include easement agreements between subdivided lands.

Policy T-2.4.6: The County shall establish LDC regulations and requirements for site related multimodal and vehicular access and cross-access, internal multimodal and traffic circulation, and the minimum number of primary, secondary, and emergency access connections for development.

Objective T.2.5: Walton County shall throughout the planning time frame ensure the transportation system is coordinated with the land use designations on the Future Land Use Map (FLUM). The transportation system elements shall complement the design of planned development regarding scale, composition, and density. The application of multimodal transportation strategies will be considered as appropriate.

Policy T.2.5.1: Walton County shall ensure that all amendments to the Future Land Use Map Series adopted by the County as well as any necessary traffic information related to large scale development activities are utilized to update to the Florida Standard Urban Transportation Model Structure (FSUTMS) model as deemed appropriate by the managing agencies.

Policy T.2.5.2: Walton County shall work with the appropriate agency, to validate the FSUTMS model to ensure the transportation needs of the County are accurately represented.

Policy T.2.5.3: Long range plans shall be developed and programmed through the Mobility Plan, the OWTPO LRTP and the County CIS as needed to ensure maintenance of the adopted LOS standards to accommodate the type and intensity of development as indicated on the FLUM.

Policy T-2.5.4: The County shall maintain a Roadway Characteristics database that includes robust transportation related data including functional classifications of roadways within the County.

Policy T-2.5.5: The adopted Mobility Plan shall contain the County's long range transportation plan map and future corridors map.

GOAL T-3: PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, PROMOTE MULTIPLE MODES OF TRAVEL , AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF WALTON COUNTY.

Objective T-3.1: Walton County shall encourage reduced energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, etc.), reduce travel demand, reduce environmental pollutants, promote multiple modes of travel, , and strive to provide transit access for all major traffic generators and attractors.

Policy T-3.1.1: Walton County shall continue to work with all possible transit providing agencies to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Mobility Fee System, Site Plan Review Process, and the implementation of internal and external transit plans.

Policy T-3.1.2: Walton County shall provide for existing and potential park & ride lot and mobility hub locations within the Mobility Plan.

Policy T-3.1.3: Walton County will promote the development of paths and ways for children, parents, and care givers to safely walk and bicycle around the vicinity of schools, parks, and other facilities where opportunities exist to utilize utility rights-of-way, drainage easements, and the right-of-ways previously accepted by Walton County.

Policy T-3.1.4: Walton County shall maintain an ongoing priority list for the installation of bicycle lanes and multi-use paths on County roads. Based on the Mobility Plan recommendations Walton County shall implement sidewalk and multi-use path construction projects where necessary to close existing gaps along arterial, collector, and local roads.

Policy T-3.1.5: Encourage people walking and bicycling, and accommodate people using mobility assisted devices, through connection of multimodal projects, excluding motor vehicles, to link residential areas with recreational and commercial areas in a safe manner, in part by requiring the construction of sidewalks, bike lanes, multi-use paths, installation of signage, develop inter-connectivity, and/or striping of roadways to accommodate non-motorized transportation facilities.

Policy T-3.1.6: Walton County shall encourage developments to interconnect with one another through the following methods:

- 1) extension of a public or private road from one project to another.
- 2) extension of a sidewalk from one project to another.
- 3) extension of a multi-purpose trail from one project to another.
- 4) internal connections with all new developments, existing developments, or parcels adjacent to the development.
- 5) curbless shared streets, play streets, or motor vehicle lite or free streets.

Policy T-3.1.7: Walton County shall facilitate the provision of transit stop improvements and pullout bays along roadways through the application of the LDC and through the site plan review process.

Policy T-3.1.8: Walton County shall periodically optimize and coordinate signal timing plans to reduce vehicular delay and vehicle emissions.

Policy T-3.1.9: Walton County shall encourage the development of multimodal travel modes to maximize energy efficiency and reduce environmental pollutants.

GOAL T-4: PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL, AND LOCAL AGENCY PLANS, AND REGULATIONS.

Objective T-4.1: Walton County shall actively participate and coordinate throughout the planning period with the goals and objectives of the OWTPPO, and other local, state, and regional transportation planning organizations.

Policy T-4.1.1: Walton County shall actively participate during all phases of the OWTPPO's continuing transportation planning process.

Policy T-4.1.2: Walton County shall review all plans and proposals throughout the planning process as it pertains to the OWTPPO's LRTP and Transportation Improvement Program (TIP) to ensure the County's best interests are represented and coordinate the OWTPPO's LRTP and TIP with the County's CIS, and this element to ensure consistency.

Policy T-4.1.3: Walton County shall work with the OWTPPO and all the cities within Walton County to review the feasibility of a comprehensive traffic management system.

Policy T-4.1.4: Walton County shall utilize the OWTPPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on congested facilities.

Policy T-4.1.5: Walton County shall continue to cooperate through inter-local agreements with the City of DeFuniak, City of Freeport, and the Town of Paxton in an effort to improve and maintain all common transportation corridors within the County.

GOAL T-5: WALTON COUNTY WILL FACILITATE ECONOMIC EXPANSION WITH STRATEGIC SUPPORT OF AIRPORTS AND MARITIME PORTS

Objective T-5.1: *Stimulate economic development in Walton County through cooperation with federal, state, regional and local agencies and plans to promote the growth and expansion of airports and ports.*

Policy T-5.1.1: Walton County shall coordinate with DeFuniak Springs Airport and the City of Freeport Port and work to incorporate them into the Counties CIE.

Policy T-5.1.2: Coordinate planned expansions of the airport and port facilities with federal, state, regional and local agency plans.

Policy T-5.1.3: Walton County shall work with the City of DeFuniak Springs and the City of Freeport to submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance.

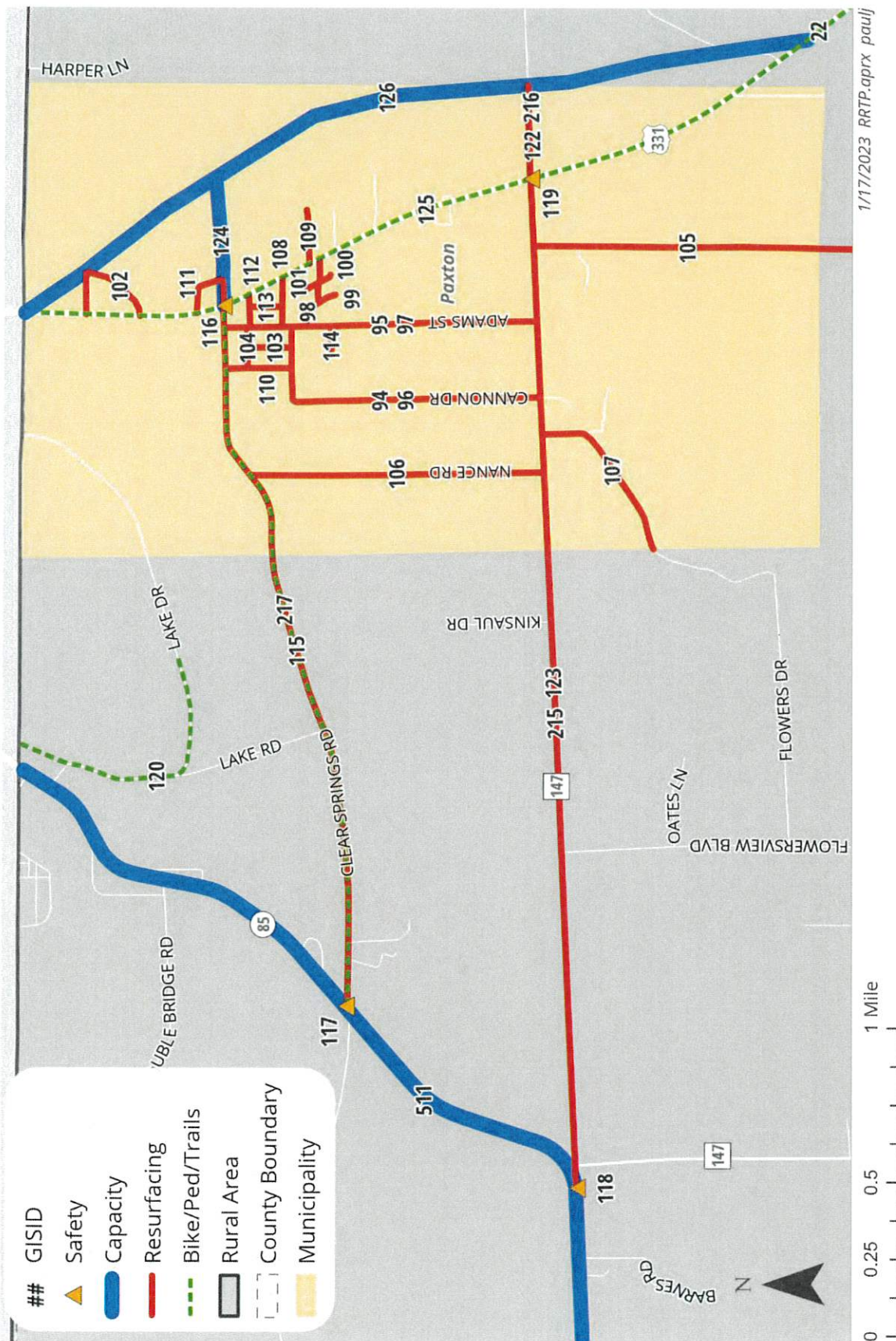
Policy T-5.1.4: Walton County shall, where feasible, work with the City of DeFuniak Springs and the City of Freeport to facilitate expansion of the Airport and Port facilities.



EMERALD COAST REGIONAL COUNCIL

REGIONAL RURAL TRANSPORTATION PLAN

Figure 8.7 - Rural Needs Plan Projects - Town of Paxton



Regional Rural Transportation Plan

SAFETY				
Rank	Jurisdiction	Roadway	Improvement	GISID
1	Paxton	Co Hwy 147 @ US 331	Intersection improvements	119
2	Walton County	SR 20 E @ SR 81	Intersection improvements	213
3	Walton County	SR 2 @ US 331 N	Intersection improvements	212
4	Walton County	SR 2 @ SR 83	Intersection improvements	211
5	Paxton and NW Walton County	Co Hwy 147 @ SR 85	Intersection improvements	118
6	Paxton	Clear Springs Rd @ US 331	Intersection improvements	116
7	Paxton and NW Walton County	Clear Springs Rd @ SR 85	Intersection improvements	117
BIKE/PED/TRAILS				
Rank	Jurisdiction	Roadway	Improvement	GISID
1	Walton County	Clear Springs Rd	Bike/Ped Feasibility Study	217
2	Paxton, Walton County	Lake Jackson Multi-Use Trail	Multi-Use Trail	120
3	Paxton, Walton County	US 331 N	Bike/Ped Feasibility Study	125
4	Paxton	Adams Street Roadway & Pedestrian Improvements	Sidewalk	95
5	Paxton	Cannon Drive Roadway & Pedestrian Improvements	Sidewalk	94
6	Walton County	Co Hwy 147	Bike/Ped Feasibility Study	215
7	Walton County	Rock Hill Rd	Bike/Ped Feasibility Study	172



2045 MOBILITY PLAN & MOBILITY FEE TECHNICAL REPORT

September 2023

WALTON COUNTY


NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE
REPUBLIC
DESIGN

2ANTIN
CONSULTING, LLC

futureplan

Appendix T5: Paxton and North Walton CSP PMC and PLC

ID	Facility Name	From	To	Length (Miles)	Multimodal Project	Construction Entity	Description	Person Miles of Capacity (PMC)	ROW Required	Cost (PE, CST & CIE)	ROW Cost	Total Cost	PMC & PLC Notes
3	Clear Springs Road Extension	Paxton Bypass	US Hwy 331	0.40	New Road & Complete Street	County	New two (2) lane road with Complete Street elements such as paths and bike lanes.	5,355	YES	\$1,526,851	\$347,012	\$1,873,863	PMC & Cost = new two (2) lane undivided rural town major collector, plus two (2) bike lanes (4' to 5' wide) and a shared-use path (8' wide).
4	Clear Springs Road	US Hwy 331	SR 85	2.37	Upgrade Road & Complete Street	County	Upgrade and realign road, add Complete Street elements such as a path or trail and bike lanes. Construct major intersection improvements, including traffic control devices when warranted, at US 331 and SR 85.	26,449	YES	\$5,217,007	\$1,185,684	\$6,402,691	PMC = widen from two (2) lane rural town local to two (2) lane undivided rural town major collector, add two (2) bike lanes (4' to 6' wide), plus a shared-use path (8' wide). Cost = resurface existing two (2) lane road (20' wide), add two (2) flex lanes (6' wide), add a shared-use path (8' wide). Cost include \$1 million for intersection improvements and traffic control devices.
5	Co Hwy 147	Paxton Bypass	US Hwy 331	0.33	Upgrade Road & Complete Street	County	Upgrade and realign road, add Complete Street elements such as a path or trail and bike lanes.	3,089	YES	\$358,824	\$81,551	\$440,375	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = resurface existing two (2) lane road (20' wide), add two (2) flex lanes (6' wide), add a shared-use path (8' wide).
6	Co Hwy 147	US Hwy 331	SR 85	3.27	Upgrade Road & Complete Street	County	Upgrade and realign road, add Complete Street elements such as a path or trail and bike lanes. Construct major intersection improvements, including traffic control devices when warranted, at US 331 and SR 85.	30,607	YES	\$6,195,618	\$1,408,095	\$7,603,713	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = resurface existing two (2) lane road (20' wide), add two (2) flex lanes (6' wide), add a shared-use path (8' wide). Cost include \$1 million for intersection improvements and traffic control devices.
7	Lake Jackson Multi-Use Trail	Eastern Terminus	Alabama State Line	1.24	Multi-Use Trail	County	New multi-use trail with a cross-section consistent to the existing trail. Add hardscape (amenities, benches, wayfinding) and landscape along the trail.	2,976	NO	\$564,318	N/A	\$564,318	PMC & Cost = add a multi-use trail (12' wide)
8	Crimon Drive	Co Hwy 147 W	Adams Street	1.03	Upgrade Road & Complete Street	County	Upgrade roadway with necessary drainage improvements and add pedestrian facility.	9,641	NO	\$3,707,337	N/A	\$3,707,337	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = County.
9	Adams Street	Clear Springs Rd	Co Hwy 147 W	1.00	Upgrade Road & Complete Street	County	Upgrade roadway with necessary drainage improvements and add pedestrian facility.	9,360	NO	\$3,599,939	N/A	\$3,599,939	PMC = upgrade from two (2) lane rural town local to two lane (2) rural town major, plus a shared-use path (8' wide). Cost = County.
10	Mobility Plan Implementation	North Walton Planning Area		2.50	Upgrade Road, New Road & Complete Street	County / City	Road, multimodal, and intersection projects, along with studies and plans, to allow for implementation of the mobility plan, public private partnerships, grant opportunities. New two lane roads, upgraded roads, sidewalks, paths, trails, intersections to be prioritized annually as part of the Capital Improvements Plan until next Mobility Plan and Mobility Fee update projected for FY 27/28.	14,590	YES	\$2,000,000	\$500,000	\$2,500,000	PMC = add 0.5 mile of sidewalk, 0.5 miles of shared use paths, 0.5 miles of trails, 0.5 miles of bike lanes, 0.5 mile minor collector, 0.5 mile major collector. PLC = \$500,000 per mile
Total								102,068		\$23,170,494	\$3,522,341	\$26,692,835	

PART 9

SUPPORTING DOCUMENTATION

- a. Location Map
- b. Project Site Photos

LAKE JACKSON MULTI-USE PATH PROJECT

Limits: Existing Path termination Pt on Lake Dr to Sr 85
(Approximately 1 mile)



PROJECT SITE PHOTOS



Lake Drive (looking west at existing path termination point))



Lake Drive (looking west; section with no pedestrian facilities)



Lake Drive (looking west; section with no pedestrian facilities; potential boardwalk segment)



Lake Drive and Lake Rd Intersection (looking west along Lake Drive)



Lake Rd (looking north)



Lake Rd (looking north)



County Boat Ramp (looking east on Lake Rd)



SR 85 & Lake Rd Intersection (looking east)

PART 10

SUPPORTING DOCUMENTATION

a. Typical Section



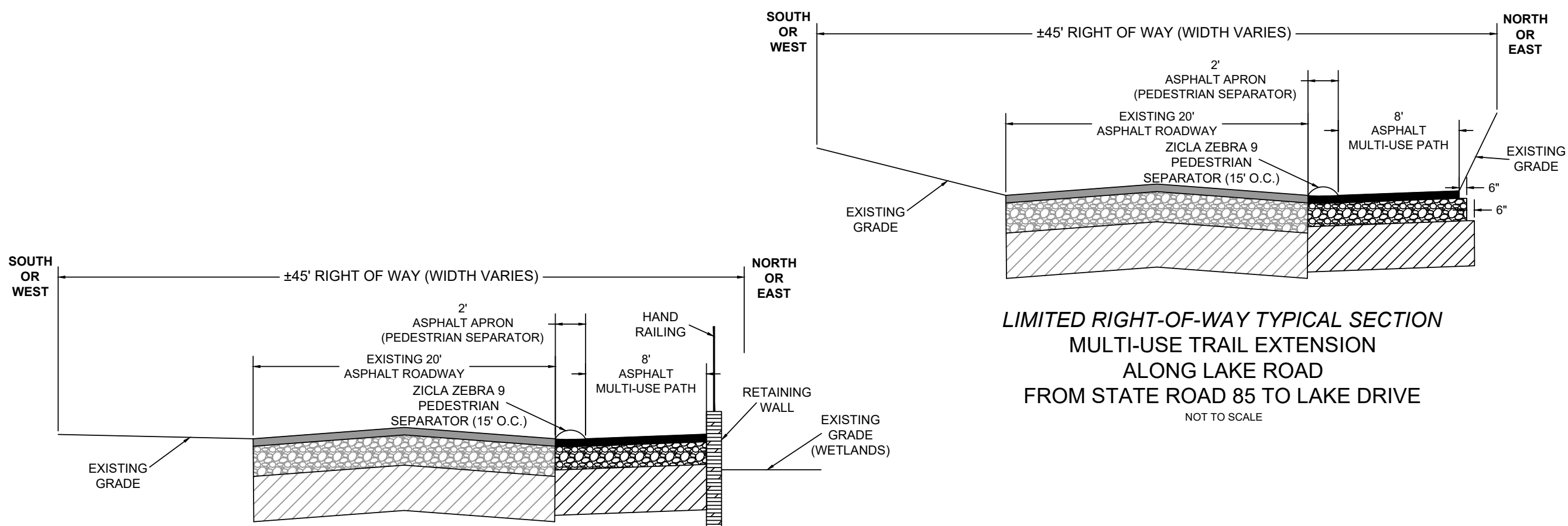
SHEET		C-1
SHEET 1 OF 1		

TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD FROM
STATE ROAD 85 TO LAKE DRIVE

DATE	01/2025
BY	AH
DESIGNED BY	AH
DRAWN BY	DWB
CHECKED BY	AH
APPROVED BY	AH

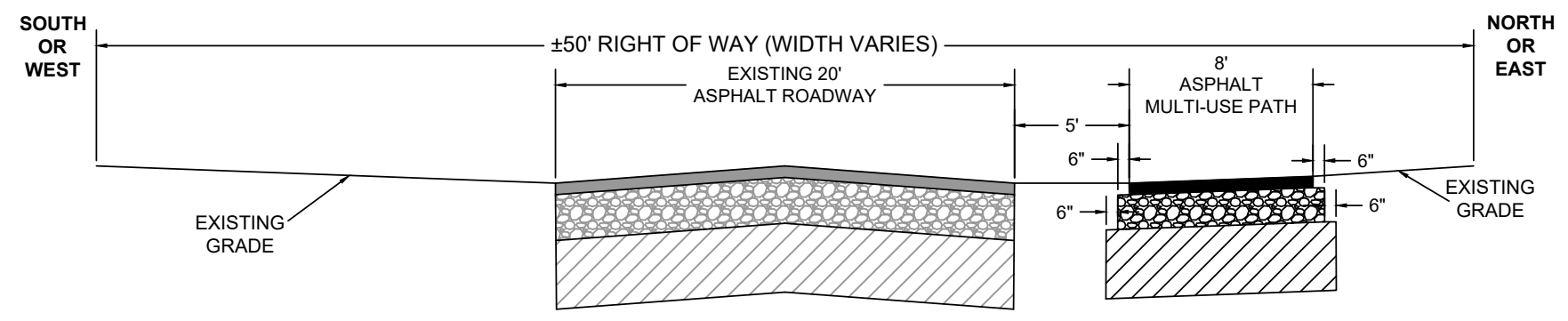
Walton County
Public Works
Engineering Department
97 Montgomery Circle, DeFuniak Springs, FL 32435
TELEPHONE: (850) 992-8109 - FAX: (850) 992-8094

Date: _____



LIMITED RIGHT-OF-WAY WITH WETLANDS TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD
FROM STATE ROAD 85 TO LAKE DRIVE
NOT TO SCALE

LEGEND	
EXISTING	PROPOSED
CONCRETE	
ASPHALT	
BASE	
SUB-BASE	



TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE ROAD
FROM STATE ROAD 85 TO LAKE DRIVE
NOT TO SCALE



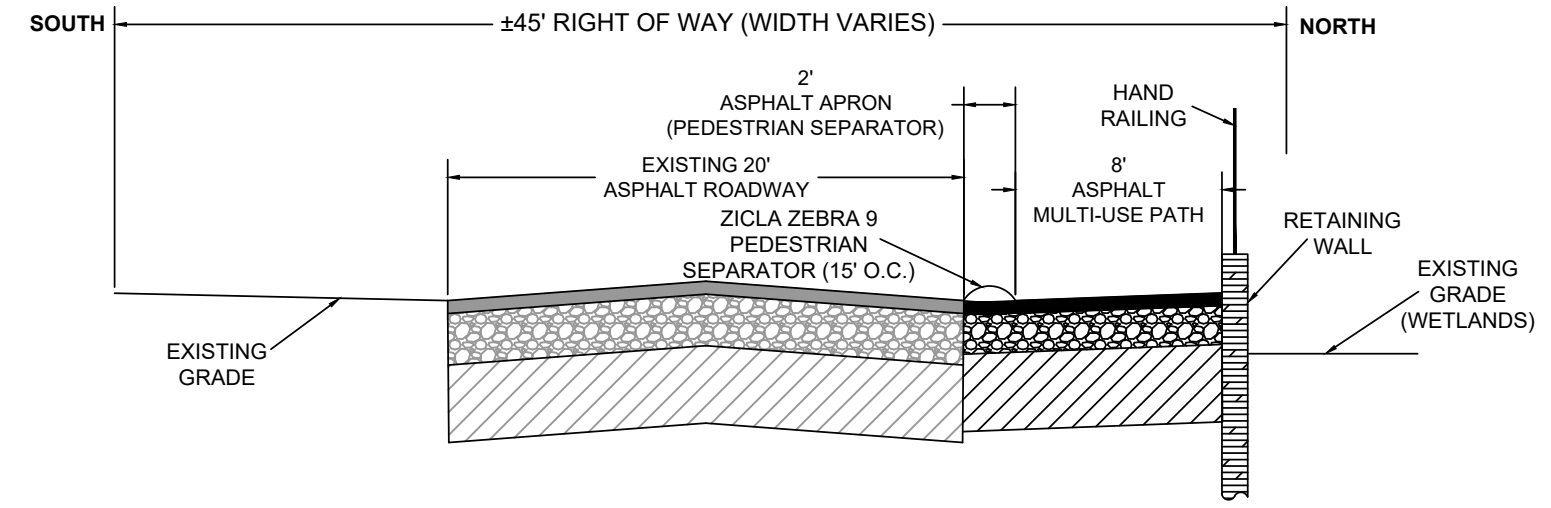
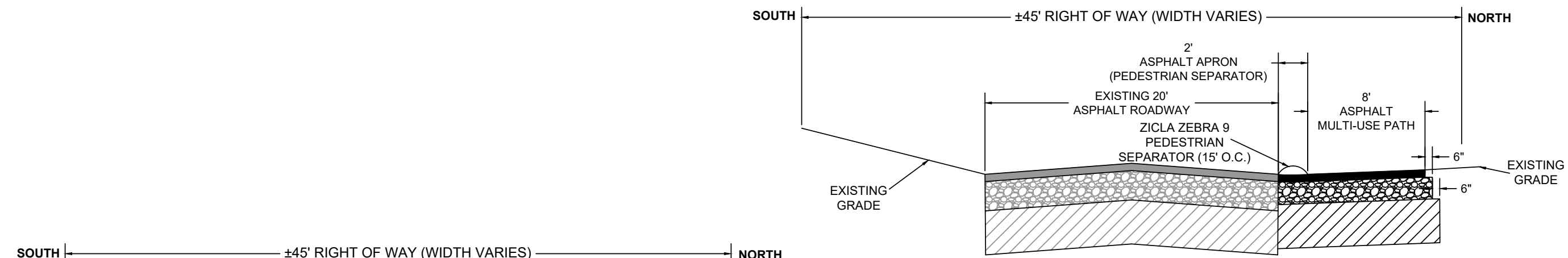
SHEET				C-1
SHEET 1 OF 1				

TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE FROM LAKE ROAD
TO EXISTING MULTI-USE PATH

DATE	01/2025
BY	AH
DESIGNED BY	AH
DRAWN BY	DWB
CHECKED BY	AH
APPROVED BY	AH

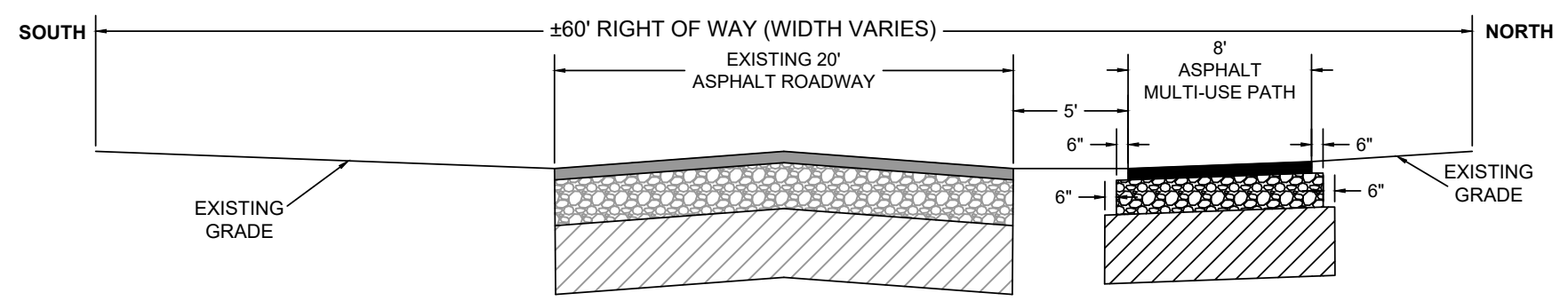
Walton County
Public Works
Engineering Department
97 Montgomery Circle, DeFuniak Springs, FL 32435
TELEPHONE: (850) 892-8109 - FAX: (850) 892-8094

Date: _____



LIMITED RIGHT-OF-WAY WITH WETLANDS TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE
FROM LAKE ROAD TO EXISTING MULTI-USE TRAIL
NOT TO SCALE

LEGEND	
EXISTING	PROPOSED
CONCRETE	
ASPHALT	
BASE	
SUB-BASE	



TYPICAL SECTION
MULTI-USE TRAIL EXTENSION
ALONG LAKE DRIVE
FROM LAKE ROAD TO EXISTING MULTI-USE TRAIL
NOT TO SCALE

PART 11

SUPPORTING DOCUMENTATION

- a. Survey Statement**
- b. Right-of-Way Map**
- c. Property Appraiser Documents**

FDOT TRANSPORTATION ALTERNATIVES (TA) APPLICATION

PART 11-SUPPORTING DOCUMENTATION

PROJECT NAME: LAKE JACKSON MULTI-USE PATH PHASE 2 DESIGN

APPLICANT: WALTON COUNTY BOARD OF COUNTY COMMISSIONERS

SURVEY:

The County currently has prescriptive maintenance rights to Lake Drive and Lake Rd. We do not have formal right-of-way documentation at this time; however, a survey of the prescriptive right-of-way will be provided as part of the design phase. Included are some images of some maps that were obtained from the property appraiser.



APPROXIMATE RIGHT-OF-WAY WIDTHS ALONG LAKE DRIVE
& LAKE ROAD MULI USE PATH EXTENSION PROJECT

LAKE JACKSON

S89°32'31"W 693.04' [CHORD & BEARING]

WEST LINE OF SE1/4

APPROXIMATE SHORE LINE LOCATION

781' (+/-)

PARCEL "B"

2.98 ACRES (+/-)

POWELL OUT PARCEL
DEED BOOK 1019
PAGE 295

S15°38'E 349.00'

POINT OF BEGINNING FOR PARCEL "B"
N74°22'E 618.59'

LAKE JACKSON DRIVE [60' R/W]

N74°22'E 255.8'

S74°22'W 508.86'

N1°E 175.64'

S74°22'W 2.00'

DAVIS OUT PARCEL
DEED BOOK 885
PAGE 208

S00°17'10"E 354.20'

S88°37'49"W 208.00'

PARCEL "A"
18.20 ACRES

N2°42'E 346.28'

BALLARD OUT PARCEL
DEED BOOK 149
PAGE 240

S1°W 386.97'
N1°E 645.84'

130.00'
N86°45'W

2.00'

DETAIL

DETAIL

S88°15'W

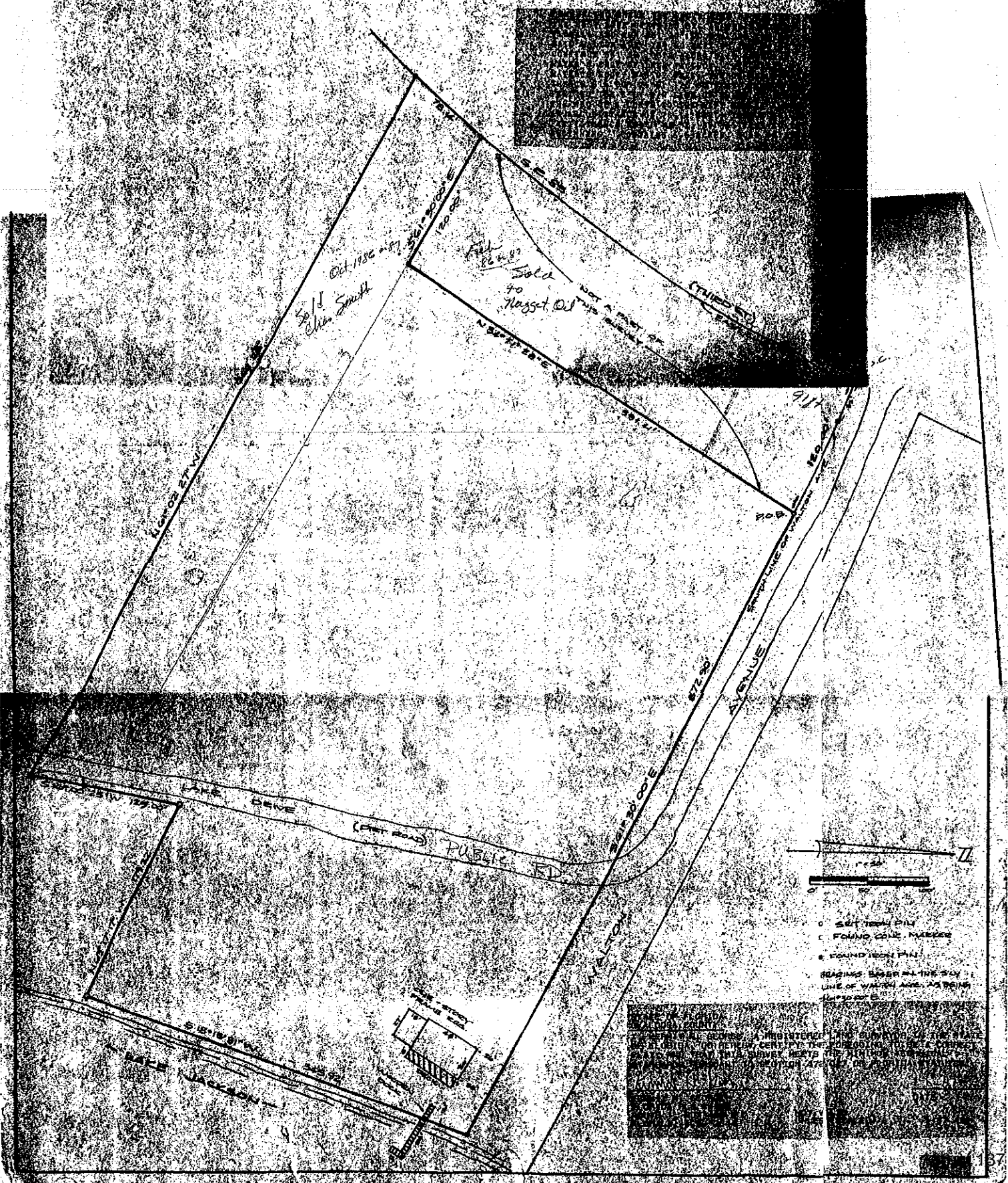
105.00'

255.00'

DEED BOOK

810.00'

N88°15'E 1320.00'



g at the SW corner of Section 26, T6N, R21W, thence
section line a distance of 1,546 ft. to a pipe in
a public road known as Lake Jackson Drive, thence
the Northern boundary of the said road a distance
663.0 ft. to the South boundary of Lake
run 573°30'W a distance of 300 ft. to Point
with 516°30'E a distance of 220 ft.; thence run
of 120 ft.; thence run N16°30'W a distance of
boundary of Lake Jackson Drive, thence run N73°
the South boundary of Lake Jackson Drive to the

THAT A SURVEY WAS MADE ON THE GROUND OF THE
SECTION AND THAT NO ENCROACHMENTS EXIST INTO
THE EXCEPT AS SHOWN ON PLAT, AND THAT THE
TECHNICAL STANDARDS AS SET FORTH IN

~~ENCL~~
2019

beginning at the SW corner of Section 26, T6N, R21W, and running along the section line a distance of 1546 ft. to a pipe in the North-
western corner of Section 27, T6N, R21W, thence run S73°30'W, a distance of 705 ft.
to the center of the well; thence run S73°30'W along the Northern boundary
of Section 26, T6N, R21W, a distance of 50 ft.; thence run N45°30'W to the
center of the well; thence in a Northeasterly direction along
the section line a distance of 182 ft.

DESCRIPTION

Commencing at the Southwest corner of Section 26, T6N, R21W, run N 16° 30' 00" W a distance of 1,546 ft. to a pipe in the North of Lake Jackson Drive, thence run S 73° 30' 00" W, a distance of 555 ft. of Beginning; thence run S 73° 30' 00" W along the Northern boundary of Lake Jackson Drive a distance of 1500 ft., thence run N 16° 30' 00" W to the shore of Lake Jackson, thence in a Northeasterly direction along the meander line of Lake Jackson to a point which is 230 ft. N 16° 30' 00" W of the shore of Lake Jackson, thence run S 16° 30' 00" E a distance of 230 ft. to Point of Beginning, thence run S 16° 30' 00" E a distance of 230 ft. to Point of Beginning, said parcel being the same as and comprising Lot 4 and the Lot 5 according to an unrecorded plat of land in fractional Section 26 and 27, T6N, R21W, Walton County, Florida.

Commencing at the SW corner of Section 26, T6N, R21W, thence N 16° 30' 00" W a distance of 1,546 ft. to a pipe in the boundary of public road known as Lake Jackson Drive, thence S 73° 30' 00" W along the Northern boundary of the said road a distance of 555 ft.; thence S 16° 30' 00" E, 60 ft. to the South boundary of Lake Jackson Drive; thence run S 73° 30' 00" W a distance of 220 ft. to Point of Beginning; thence run S 16° 30' 00" E a distance of 300 ft.; thence run N 16° 30' 00" W a distance of 200 ft.; thence run N 16° 30' 00" W a distance of 200 ft. to the South boundary of Lake Jackson Drive; thence run N 73° 30' 00" W along the South boundary of Lake Jackson Drive to the Point of Beginning.

FLORIDA

OF WALTON

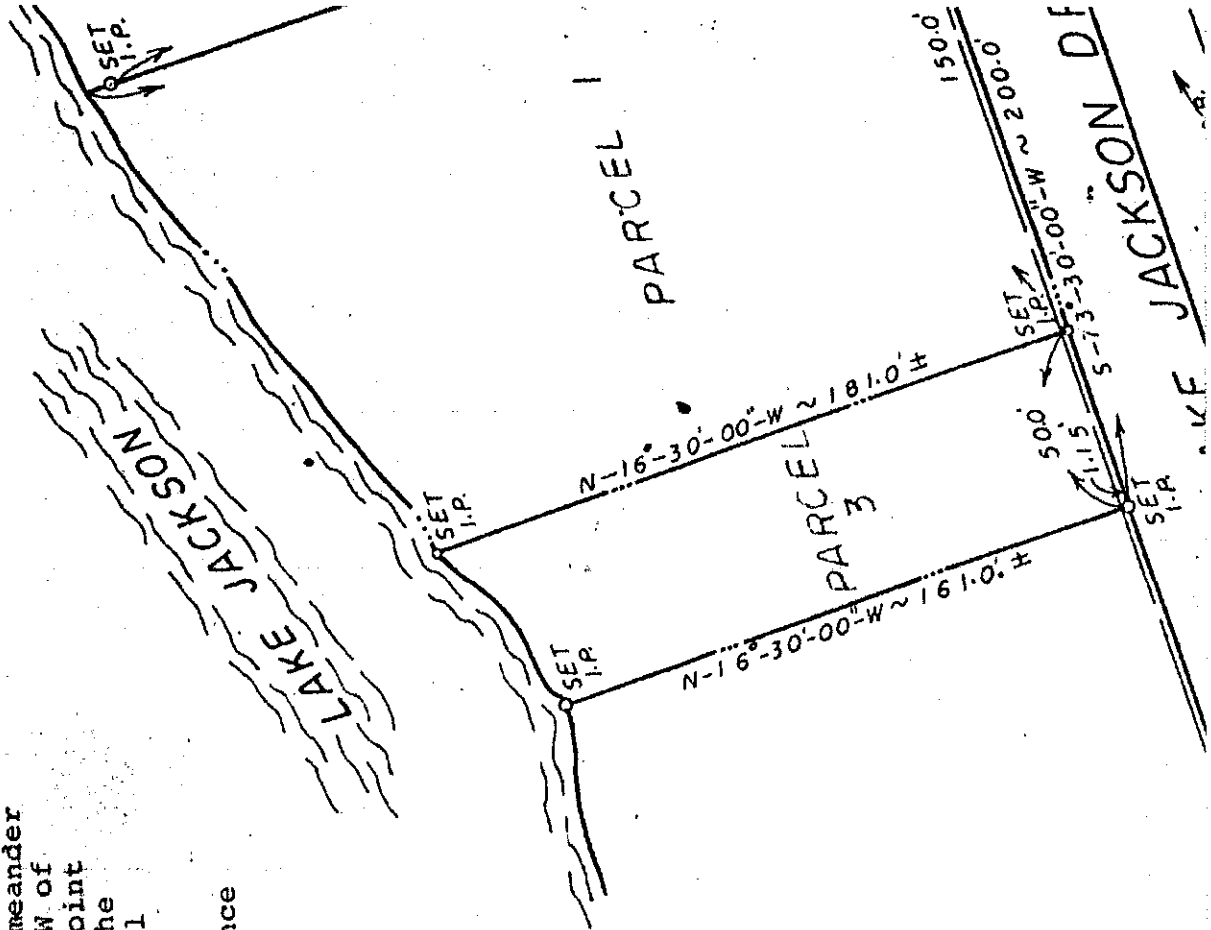
SEPTEMBER 28, 1981

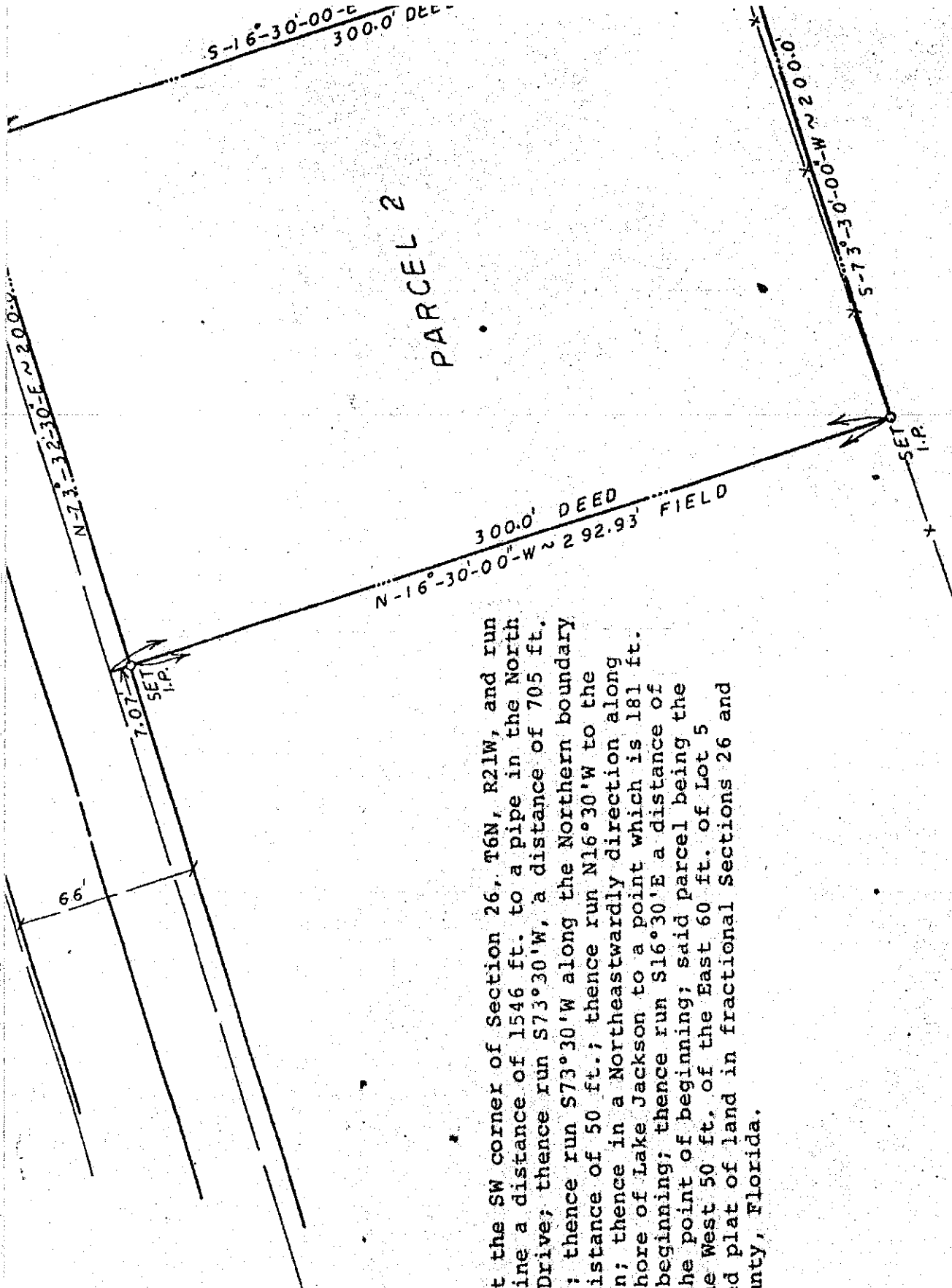
TO CERTIFY THAT A SURVEY WAS MADE ON THE GROUND OF THE PARCELS DESCRIBED HEREON AND THAT NO ENCROACHMENTS EXIST INTO OR FROM SAID PARCELS, EXCEPT AS SHOWN ON PLAT, AND THAT THE SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS AS SET FORTH IN

07 *James E. Jenkins*

THOMAS E. JENKINS

FL. CERT. NO. 2019

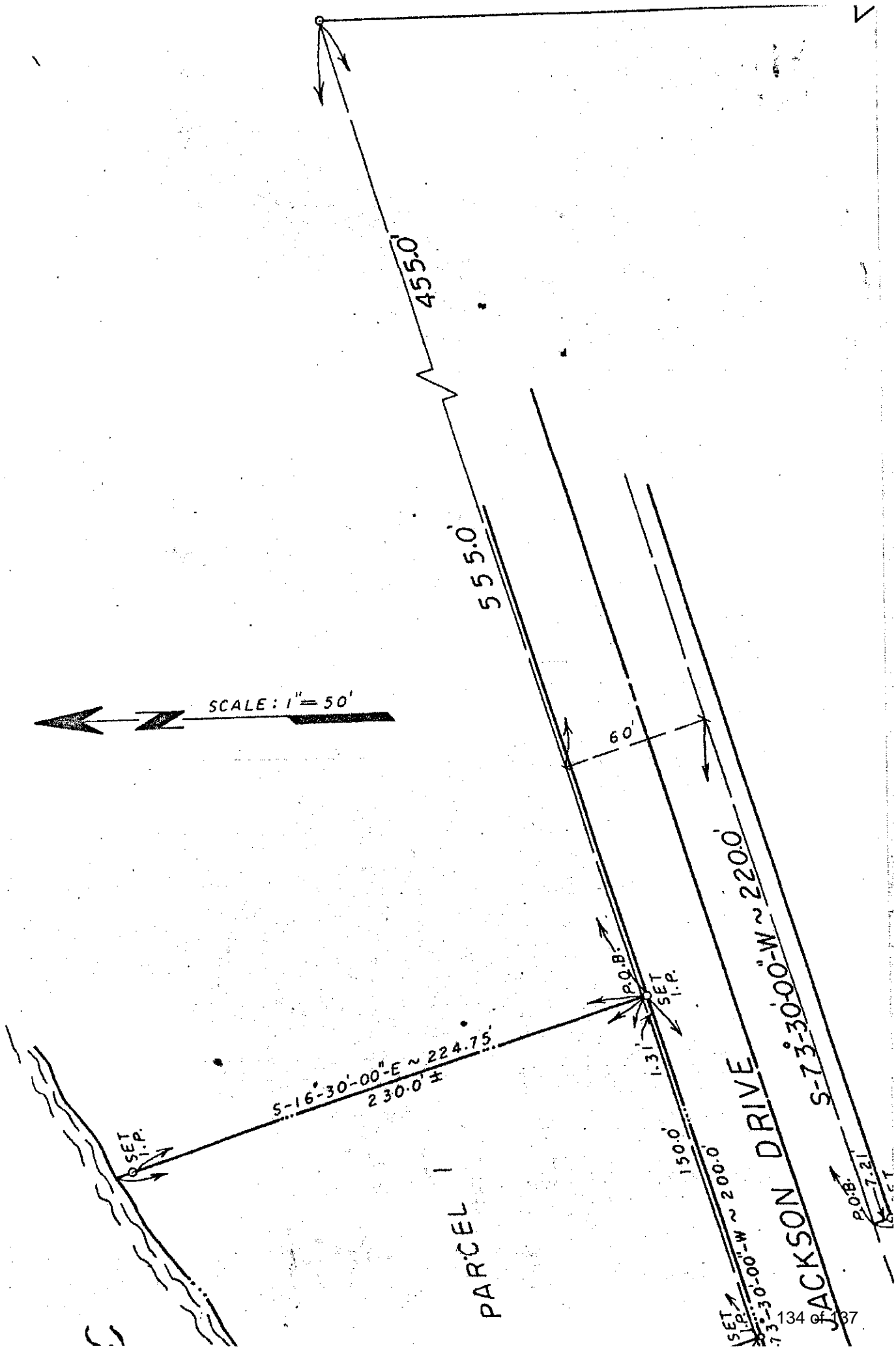




I: Commenceing at the SW corner of Section 26., T6N, R21W, and run
 ng the section line a distance of 1546 ft. to a pipe in the North
 of Lake Jackson Drive; thence run S73°30'W, a distance of 705 ft.
 int of beginning; thence run S73°30'W along the Northern boundary
 ackson Drive a distance of 50 ft.; thence run N16°30'W to the
 e of Lake Jackson; thence in a Northeastwardly direction along
 er line of the shore of Lake Jackson to a point which is 181 ft.
 of the point of beginning; thence run S16°30'E a distance of
 ore or less to the point of beginning; said parcel being the
 nd comprising the West 50 ft. of the East 60 ft. of Lot 5
 to an unrecorded plat of land in fractional Sections 26 and
 R21W, Walton County, Florida.

27-

SCALE: 1" = 50'



1546.0'

S. 51

BOUNDARY SURVEY

SURVEY FOR:

WILLIE RAY O'NEAL

APPROVED BY

SCALE 1"=50'

DATE 9-28-81

JENKINS AND ASSOC

SURVEYORS AND ENGINEERS

P.O. BOX 1176 801 JENKS AVE.

PANAMA CITY, FLORIDA 32401

S-16°-30'-00"-E ~ 292.79' FIELD
300.0' DEED

X
SET
I.P.

X
S-73°-30'-00"-W ~ 200.0'

L 2

PART 12

SUPPORTING DOCUMENTATION

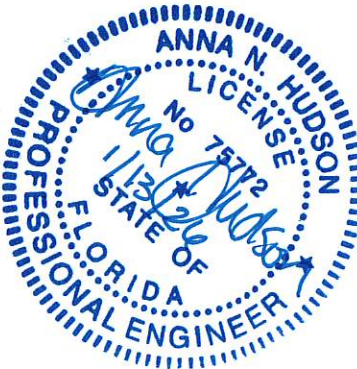
a. Cost Estimate

**OPINION OF PROBABLE COST
WALTON COUNTY
LAKE JACKSON MULTI-USE PATH PHASE 2 - FDOT ITEM AVERAGE UNIT COST, MARKET AREA: 01**

PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	PAY ITEM AMOUNT
GENERAL					
0101 1	MOBILIZATION (10%)	1	LS	\$143,747.19	\$143,747.19
0102 1	MAINTENANCE OF TRAFFIC (ESTIMATED FOR 120 DAYS)	1	LS	\$85,000.00	\$85,000.00
				<i>Subtotal</i>	\$228,747.19
MULTI-USE PATH					
0110 1 1	CLEARING & GRUBBING	1.40	AC	\$21,399.79	\$29,959.71
0104 10 3	SEDIMENT BARRIER	4960.00	LF	\$3.64	\$18,054.40
0120 1	REGULAR EXCAVATION	2829	CY	\$10.56	\$29,874.24
0120 6	EMBANKMENT	2425	CY	\$14.25	\$34,556.25
0160 4	TYPE B STABILIZATION	6613	SY	\$13.40	\$88,614.20
0285 7	OPTIONAL BASE, BASE GROUP 04	6613	SY	\$29.94	\$197,993.22
0337 7 81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22 (1.5")	425	TN	\$183.11	\$77,821.75
0400 0 11	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-01 1	280	CY	\$2,250.00	\$630,000.00
	CROSSRAIN EXTENSION, END WALL WITH PIPE	3	LS	\$10,000.00	\$30,000.00
0515 23 11	PEDESTRIAN / BICYCLE RAILING, ALUMINUM ONLY, 42" TYPE 1	860	LF	\$126.89	\$109,125.40
0110 7 1	MAILBOX, F&I SINGLE	4	EA	\$330.99	\$1,323.96
0570 1 2	PERFORMANCE TURF, SOD	2506	SY	\$4.28	\$10,725.68
0700 1 111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	3	AS	\$562.26	\$1,686.78
0700 1 500	SINGLE POST SIGN, RELOCATE	6	AS	\$130.49	\$782.94
0705 11 2	DELINEATOR, NON-FLEXIBLE (ZICIA ZEBRA 9)	992	EA	\$166.18	\$164,850.56
0711 11 123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	180	LF	\$5.59	\$1,006.20
0711 11 125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	80	LF	\$10.08	\$806.40
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	2,000	GM	\$5,114.18	\$10,228.36
0527 2	DETECTABLE WARNINGS	2	SF	\$30.93	\$61.86
				<i>Subtotal</i>	\$1,437,471.91
				<i>Estimated Construction Cost - Subtotal</i>	\$1,666,219.10
				<i>Estimated Construction Cost Lake Jackson Multi-Use Path Phase 2 - Total</i>	\$1,666,219.10
				Estimated Design & Permitting Cost (20%)	\$333,243.82
				<i>Estimated CEI Cost (12%)</i>	\$199,946.29
				TOTAL ESTIMATED PROJECT COST	\$2,199,409.21

NOTES:

- *Unit price info obtained from FDOT Market Area One Moving Averages unless otherwise noted. Not a guarantee of unit price at bid.
- *Pay Items 0285 7 04 and 0337 7 81 unit costs were utilized from FDOT Statewide Moving Averages, from 2024/11/01 to 2025/10/31.
- The Market Area One Moving Averages appeared to be much higher for these line items than local bid results.
- * Pay Item 0400 0 11 unit cost was obtained from the median cost from local bids received for the CR 393N Roadway & Drainage Improvement Project. The FDOT Statewide Moving Averages, from 2024/11/01 to 2025/10/31, for this pay item was listed at \$938.55, which was significantly low for the bids recently received in this area.



ECRC Rural Area TA (Transportation Alternatives) Ranking Criteria

Project Sponsor Agency: Walton County	
Project Sponsor Contact Name: Anna Hudson, P.E.	
Contact Title: Long Range Infrastructure Program Engineer	
Contact Email: anna.hudson@mywaltonfl.gov	Contact Phone: 850-892-8108
Project Title: Lake Jackson Multi-Use Path Phase 2 - Design	
Starting Location: Southeastern Limit: Lake Drive, Approximately 0.5 miles from the intersection with Lake Rd	
Ending Location: Northwestern Limit: Lake Rd Intersection with SR 85	
Project Length: 1.0 miles	Total Project Cost: \$333,244 (Design Funding Request)
Brief Project Description: The proposed project request is for the design funds of an eight (8) ft asphalt multi-use path located along Lake Dr and Lake Rd to State Road 85, approximately one total mile in length. The project will commence on Lake Drive at the termination point of the existing multi-use facility, continue to the intersection of Lake Dr and Lake Rd and then continue along Lake Rd to terminate at the State Road 85 intersection. The pedestrian facility will provide a connection to a County boat ramp along Lake Dr. The proposed multi-use path extension will tie-in to existing pedestrian facilities in Walton County that ultimately extend across the Alabama line to Florala, where the existing pedestrian facility connects an RV park, City park, a civic center and various residential subdivisions.	

Criteria	Source Data*	Criteria Rating Scale			Score
5-Year Crash Rate <i>How many bike/ped crashes have occurred along or at the project location within the past 5 years?</i>	Signal Four Analytics	0 Zero	0.5 One to Three	1 More than Three	0
Fatalities <i>How many bike/ped crash fatalities have occurred along or at the project location within the past 5 years?</i>		0 Zero	0.5 One	1 More than One	0
Connectivity <i>Does the project connect to an existing bike/ped or trail facility?</i>	ECRC Regional Multi-Use Trail Network; FL Greenways & Trails System	0 No	- -	1 Yes	1
Proximity to Parks, Recreational Facilities, Schools, and Emergency Services <i>How close is the project to a park, recreation facility, school, or Emergency Services (Fire, Police, EMS/Ambulance Services, Hospitals)?</i>	FGDL Parks & Recreational Facilities, School Facilities, Emergency Facilities	0 >2 miles	0.5 >1-2 miles	1 0-1 mile	1
Rural Areas of Opportunity <i>Is the project within a Rural Area of Opportunity?</i>	FDEO Rural Areas of Opportunity	0 No	- -	1 Yes	1
Rural Plan <i>Is the project included in the ECRC Rural Plan?</i>	ECRC Rural Plan	0 No	- -	1 Yes	1
Local Transportation Plan <i>Is the project included in a Local Government Transportation Plan?</i>	Local Government Transportation Plan	0 No	- -	1 Yes	1

Total Score: 5

Tie Breaker
Project Cost <i>In the event of a tied score, lower cost projects will take priority.</i>

*The source data as listed was used in the Regional Rural Transportation Plan, but local governments may use their own data if applicable.