



## 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. (Word limit 5)

- 2. Agency name of the applicant.** (Word limit 5).

CITY OF LYNN HAVEN

- 3. Agency contact person's name and title.** (Word limit 5).

Ben Janke, CRA Director

- 4. Agency contact person's telephone number and email address.** (Word limit 5).

850-265-2121; bjanke@cityoflynnhaven.com

## PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

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

### LAP Full Certification

Provide:

Approval Date:

and Expiration Date:

Responsible Charge Name:

### ● LAP Project Specific Certification

Provide:

Approval Date: 12/28/23

Project FM(s) Number: 451723-1

Responsible Charge Name: Ben Janke

**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:** (Word limit 15).  
Carolina Ave. and 14th St. sidewalk
  
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. (Word limit 5).  
Yes ☒ No ☐ n/a
  
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. (Word limit 5).  
☒ Yes ☐ No widening of SR390 between SR77 and 23rd St.
  
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. (Word limit 5).  
Yes ☒ No ☐ n/a
  
5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

design and construction of a typical 6FT wide concrete sidewalk within the existing road ROW on Carolina Ave. from SR390 to West 14th St. and on West 14th St. from SR390 to Maryland Ave.

**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.** (Word limit 5).

City of Lynn Haven

2. **Indicate the county(ies) of the project location.** (Word limit 5).

City of Lynn Haven

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)].** (Word limit 10).

Carolina Ave.; West 14th St.

5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).

7. **Indicate the total project length, in miles and linear feet.** (Word limit 10).

1.41 miles; 7,445 LF

8. **Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

☐ 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. (Word limit 50).

☐ Yes ☒ No n/a



## PART 5 – PROJECT TYPE

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

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

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

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

### 5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

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

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

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

**Scenic Turnouts and Overlooks** (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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 complete street principles]. If "yes", list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 10).

**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. (Word limit 5).



## 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 TAP 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. (Word limit 10).

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

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

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

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

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

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

Number of bicycle rodeos.

Number of pedestrian safety skills events.

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

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

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

## PART 6 – AREA CONDITIONS

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

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

Non-Urban Area with a population of 5,000 or less

- ☒ Urban Area with a population greater than 5,000 but no more than 50,000

Urban Area with a population greater than 50,000 but no more than 200,000

Urban Area with a population greater than 200,000

**2. Is the project within the boundary of an MPO\*? If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the MPO in the space provided. (Word limit 5).**

- ☒ Yes ☐ No Emerald Coast Regional Council

**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. (Word limit 5).**

- ☒ Yes ☐ No Bay TPO

**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. (Word limit 5)**

- Yes ☒ No

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

2

**6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census? These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).**

- ☐ 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. (Word limit 5).**

- 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



**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. (Word limit 5).

Yes ☒ No n/a

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

**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, median household income by census tract for community benefiting, 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. (Word limit 10).

☒ Yes ☐ No

**2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project?** If "yes", provide meeting information, including the date and type of advisory board meeting, and the input received. If "no", indicate N/A in the space provided. (Word limit 10).

☒ Yes ☐ No Bay County CTST meeting

**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. (Word limit 10).

☒ Yes ☐ No Bay County CTST meeting; 11/20/24, 10:00AM

**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. (Word limit 10).

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. (Word limit 10).

☒ Yes ☐ No

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

## PART 9 – ENVIRONMENTAL CONDITIONS

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

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

☐ Yes ☒ No

2. Does the project involve state-owned conservation lands? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).

☐ 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. (Word limit 5).

☐ 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. (Word limit 5).

☐ 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. (Word limit 5).

☒ Yes ☐ No

6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided. (Word limit 5).

☒ Yes ☐ No



**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. (Word limit 10).  
☐ 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". (Word limit 5).  
☐ 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". (Word limit 5).  
☐ 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. (Word limit 5).  
☐ Yes    ☒ No    ☐ n/a
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. (Word limit 5).  
☐ Yes    ☒ No    ☐ n/a
12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).  
☒ Yes    ☐ No    wetlands adjacent to two road segments. project won't impact wetlands.
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". (Word limit 5).  
☐ 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". (Word limit 5).  
☐ 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" (Word limit 5).  
☐ 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. (Word limit 100).**

- ☒ No design plans
 ☐ 30% design plans
 ☐ 60% design plans
 ☐ 90% design plans
 ☐ Other:

**3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).**

Funding request includes the design of the proposed sidewalk.

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



## 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. (Word limit 150).

The City owns the fee simple 60 FT ROW for both road segments. The ROW was recorded in 1911.

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

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



## PART 12 – PROJECT IMPLEMENTATION AND COSTS

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

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

### REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 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)								
PD&E								
Preliminary Engineering / Design (PE)	✓	07/25	12/25	206147	0	0	0	206147
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction	✓	07/26	02/27	3131136	0	0	0	3131136
CEI	✓	07/26	02/27	149611	0	0	0	149611
Other costs (describe)								
Total Infrastructure Project Cost Estimate								



**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
<b>Personnel Services</b>	
(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:	
<b>Expenses</b>	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
<b>Operating Capital Outlay</b>	
Equipment:	
<b>Total NI Project Cost Estimate</b>	

## RESOURCES

FDOT Transportation Alternatives Program:

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

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

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

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual>

Florida Safe Routes to School Guidelines:

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





## TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

**PROJECT NAME:** Carolina Ave. and West 14th St. sidewalk

**LOCATION:** Carolina Ave., West 14th St., Lynn Haven. FL 32444

**PROJECT LIMITS:** (from south or west limit) Maryland Ave.

(to north or east limit) SR 390

By checking the box you agree to do the following:

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

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

  
\* Signature

Vickie Gainer

Name (please type or print)

City Manager

Title

1/14/24

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).

# Transportation Alternatives Program

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## Project Scoring Criteria



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2019

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## **Project Scoring Criteria Background**

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

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

## **Project Scoring Criteria Requirements**

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

### **General Guidelines for Supplemental Data**

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

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

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

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

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

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

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

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



### **Eligible Projects for the Transportation Alternatives Program:**

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

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

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

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

### **Who May Apply?**

Eligible project sponsors are determined by the FHWA and should be Local Agency Program (LAP) certified:

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

**TPOs are not able to directly sponsor projects.**

	<b>Evaluation Category</b>	<b>Scoring (Maximum Points Possible)</b>	<b>Project Score</b>
Criterion 1	Safety	25	11
Criterion 2	Connectivity	15	13
Criterion 3	Proximity to Population Served	10	10
Criterion 4	Public Support	15	15
Criterion 5	Proximity to School	15	15
Criterion 6	Design Amenities	10	3
Criterion 7	Environmental/Archaeological Projects/ Historic Preservation	5	1
Criterion 8	Age of Project <i>1 point per year, capped at 5 years</i>	5	1
	<b>Total</b>	100	Type text here 69



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

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

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

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

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

Project located next to the Arc of the Bay

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

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

<b>Total Points for Safety Criteria</b>	<b>11</b>
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**Criterion 2: Connectivity** - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

<b>General Connectivity - <u>Provide a brief description for each claimed criterion – notate on map where applicable</u></b>	<b>Pts</b>	
Improves access to commercial areas	1	1
Improves access to parks and recreational areas	3	3
Provides pedestrian/bicycle facilities where none exist	3	3
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	1	1
Fills a documented gap in an existing transportation network	2	2
Demonstrates joint multi-jurisdictional partnership	2	

Hwy390 comm corridor

pocket park on 14th St.

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

Mowat school rd. bayway stop

<b>Total Points for Connectivity Criteria</b>	<b>13</b>
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**Criterion 3: Proximity to Population Served**- Project makes significant

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

**Maximum Points Allowed: 10**

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

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

<b>Total Points for Proximity to Population Served Criteria</b>	<b>10</b>
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**Criterion 4: Public Support** - Documented support can be in the form of resolutions, letters, and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations.

<b>Public Support (select one)</b>	<b>Pts</b>	
Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source)	10	
Letter of support from 2 local governments; or a letter of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)	15	15

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

<b>Total Points for Public Support Criteria</b>	<b>15</b>
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**Criterion 5: Proximity to School** - Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools program.

<b>Proximity to School - <u>List the name and address of schools within the 2-mile project radius</u></b>	<b>Pts</b>	
Project >2 miles from a school	0	
Project within 1-2 miles of a school	10	
Project within 1 mile of a school	15	15

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

<b>General Design - <i>Provide a brief description for each claimed criterion – notate on map where applicable</i></b>	<b>Pts</b>	
Addresses both walking and biking	2	
Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	
Provides bike parking or seating for pedestrians	1	1
Provides trailheads, staging areas and parking	1	
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	1	
Prior Phases of this project are under construction or have been completed. <i>Provide documentation for the prior phases.</i>	1	
All Right of Way has been secured or none is needed	2	2
<b>Total Points Design Amenities Criteria</b>		<b>3</b>

near Mowat Middle School



## **Criterion 7: Environmental/Archaeological Projects/**

### **Historic Preservation**

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

encourages middle school students to walk or bike ride to school

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

<b>Age of Project</b>	<b>Pts</b>	
Age of Project: 1 point per year, capped at 5 years	1-5	1
<b>Total Points for Age of Project</b>	<b>1</b>	

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

Total project cost:	\$3,486,895		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	No. The City will provide the needed ROW in order to construct the new sidewalk.		
Total length of the project (miles) ?	1.41 miles		
How many intersections are located within the project boundaries?	16		
Does the project address a unique safety issue not detailed in the Safety Criteria?	no.		
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)



## **Definitions for Criterion 3 – Proximity to Population Served**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Health Care Clinic:** These can include facilities with less than 10 doctors on staff.

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

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

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

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

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

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

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

Transportation Alternatives Set-Aside (TA)												
ENGINEER'S COST ESTIMATE												
Financial Management Number (if applicable): N/A												
Project Description: Sidewalk and Miscellaneous Drainage Improvments along 14th Street												
		TA Eligible				Other Funds (must include all TA ineligible items)						
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
0102 1	MAINTENANCE OF TRAFFIC (1.5% SUBTOTAL PRIOR TO MOT, SURVEY, GEOTECH)	1	LS	\$ 19,609.87	\$ 19,609.87				\$ -		1	\$ 19,609.87
0522 1	CONCRETE SIDEWALK 4" THICK	1981.00	SY	\$ 74.06	\$ 146,712.86				\$ -		1981	\$ 146,712.86
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	756.00	SY	\$ 97.52	\$ 73,725.12				\$ -		756	\$ 73,725.12
0527 2	DETECTABLE WARNING MAT	200	SF	\$ 350.00	\$ 70,000.00				\$ -		200	\$ 70,000.00
0104 10 3	SEDIMENT BARRIER	3601	LF	\$ 2.49	\$ 8,966.49				\$ -		3601	\$ 8,966.49
0570 1 2	PERFORMANCE TURF, SOD	5942.00	SY	\$ 4.29	\$ 25,491.18				\$ -		5942	\$ 25,491.18
0110 1 1	CLEARING AND GRUBBING	1.76	AC	\$ 56,087.00	\$ 98,713.12				\$ -		1.76	\$ 98,713.12
0400 0 11	CONCRETE CLASS NS, GRAVITY WALL INDEX (400-011)	61.97	CY	\$ 1,096.09	\$ 67,921.04				\$ -		61.97	\$ 67,921.04
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	628	LF	\$ 4.04	\$ 2,537.12				\$ -		628	\$ 2,537.12
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	132	LF	\$ 7.63	\$ 1,007.16				\$ -		132	\$ 1,007.16
0654 2 27	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL-SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR	4	EA	\$ 5,129.09	\$ 20,516.36				\$ -		4	\$ 20,516.36
N/A	SOLAR LIGHTING FOR CROSS-WALK (SCL-2 SERIES FIRST LIGHT TECHNOLOGIES W/ POLE/BASE)	8	EA	\$ 5,250.00	\$ 42,000.00				\$ -		8	\$ 42,000.00
430174118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD	1720	LF	\$ 122.06	\$ 209,943.20				\$ -		1720	\$ 209,943.20
430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD	670	LF	\$ 191.85	\$ 128,539.50				\$ -		670	\$ 128,539.50
0425 1549	INLETS, DT BOT, TYPE D, MODIFY	1	EA	\$ 12,344.46	\$ 12,344.46				\$ -		1	\$ 12,344.46
1425 1521	DRAINAGE STRUCTURE, TYPE C	11	EA	\$ 7,258.82	\$ 79,847.02				\$ -		11	\$ 79,847.02
0515 1 1	PIPE HANDRAIL - GUIDERAIL, STEEL	845	LF	\$ 155.79	\$ 131,642.55				\$ -		845	\$ 131,642.55
0460 5	PREFABRICATED ALUMINUM PEDESTRIAN BRIDGE	640	SF	\$ 250.00	\$ 160,000.00				\$ -		640	\$ 160,000.00
0120 2	BORROW EXCAVATION, TRUCK MEASURE	124.44	CY	\$ 53.02	\$ 6,598.04				\$ -		124.44	\$ 6,598.04
0120 6	EMBANKMENT	871.11	CY	\$ 23.90	\$ 20,819.56				\$ -		871.11	\$ 20,819.56
	SURVEY (3% PRIOR TO SUBTOTAL PRIOR TO MOT, SURVEY, GEOTECH)				\$ -	1	EA	\$ 39,219.74	\$ 39,219.74		1	\$ 39,219.74
	GEOTECH (1% PRIOR TO SUBTOTAL PRIOR TO MOT, SURVEY, GEOTECH)				\$ -	1	EA	\$ 13,073.25	\$ 13,073.25		1	\$ 13,073.25
		TA Eligible Costs / TA Funds Requested (not funded through other sources) \$ 1,326,934.65				Other Funds (must include TA Ineligible Costs) \$ 52,292.99						
											Subtotal	\$ 1,379,227.64
Design Cost (8%)					\$ 106,154.77				\$ -			
CEI Cost (6%)					\$ 79,616.08							
30% CONTINGENCY (REQUIRED)		\$			398,080.40							
											Total Cost Estimate	\$ 1,963,078.89

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating items:

Mowing and Litter removal, Optional services; Survey; Video inspection;  
Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations,  
Telephone line directional bore, etc.  
Contingency  
Other elements may be non-participating, the ones listed above are non-particating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

References:

FDOT Design <https://www.fdot.gov/roadway>  
FDOT Estimates <https://www.fdot.gov/programmanagement/estimates/documents>  
Local Programs Manual <https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>  
TA Set-Aside Program (TA) <https://www.fdot.gov/planning/systems/systems-management/tap>

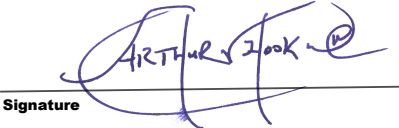
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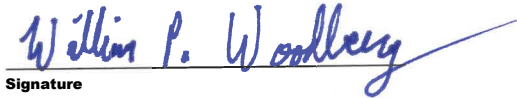
Arthur V Hooks  
Name:

Reviewed by:

William Woodbery  
Name:

PE Number: 66355

Signature 

Signature 

1/8/2025

Date:

1/8/2025  
Date:



ENGINEER'S COST ESTIMATE												
Financial Management Number (if applicable): N/A												
Project Description: Sidewalk and Miscellaneous Drainage Improvments along Carolina Avenue												
		TA Eligible				Other Funds (must include all TA ineligible items)						
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
0102 1	MAINTENANCE OF TRAFFIC (2% SUBTOTAL PRIOR TO MOT, SURVEY, GEOTECH)	1.00	LS	\$ 19,606.48	\$ 19,606.48				\$ -		1	\$ 19,606.48
0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	2.93	TN	\$ 170.00	\$ 498.10						2.93	\$ 498.10
0522 1	CONCRETE SIDEWALK 4" THICK	1442.22	SY	\$ 74.06	\$ 106,810.98				\$ -		1442.22	\$ 106,810.98
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	711.11	SY	\$ 97.52	\$ 69,347.45				\$ -		711.11	\$ 69,347.45
0527 2	DETECTABLE WARNING MAT	90.00	SF	\$ 350.00	\$ 31,500.00				\$ -		90	\$ 31,500.00
0104 10 3	SEDIMENT BARRIER	2675.00	LF	\$ 2.49	\$ 6,660.75				\$ -		2675	\$ 6,660.75
0570 1 2	PERFORMANCE TURF, SOD	4458.33	SY	\$ 4.29	\$ 19,126.24				\$ -		4458.33	\$ 19,126.24
0110 1 1	CLEARING AND GRUBBING	1.03	AC	\$ 56,087.00	\$ 57,844.55				\$ -		1.03	\$ 57,844.55
0400 0 11	CONCRETE CLASS NS, GRAVITY WALL INDEX (400-011)	78.91	CY	\$ 1,096.09	\$ 86,492.46				\$ -		78.91	\$ 86,492.46
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	290	LF	\$ 4.04	\$ 1,171.60				\$ -		290	\$ 1,171.60
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	72	LF	\$ 7.63	\$ 549.36				\$ -		72	\$ 549.36
0654 2 27	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR	2	EA	\$ 5,129.09	\$ 10,258.18				\$ -		2	\$ 10,258.18
N/A	SOLAR LIGHTING FOR CROSS-WALK (SCL-2 SERIES FIRST LIGHT TECHNOLOGIES W/ POLE/BASE)	2	EA	\$ 5,250.00	\$ 10,500.00				\$ -		2	\$ 10,500.00
430174118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD	1399	LF	\$ 122.06	\$ 170,761.94				\$ -		1399	\$ 170,761.94
430982125	MITERED END SECTION, OPTIONAL ROUND, 18" CD	1	EA	\$ 3,819.43	\$ 3,819.43						1	\$ 3,819.43
0425 1549	INLETS, DT BOT, TYPE D, MODIFY	1	EA	\$ 12,344.46	\$ 12,344.46				\$ -		1	\$ 12,344.46
1425 1521	DRAINAGE STRUCTURE, TYPE C	7	EA	\$ 7,258.82	\$ 50,811.74				\$ -		7	\$ 50,811.74
0515 1 1	PIPE HANDRAIL - GUIDERAIL, STEEL	1076	LF	\$ 155.79	\$ 167,630.04				\$ -		1076	\$ 167,630.04
0460 5	PREFABRICATED ALUMINUM PEDESTRIAN BRIDGE	640	SF	\$ 250.00	\$ 160,000.00				\$ -		640	\$ 160,000.00
0120 2	BORROW EXCAVATION, TRUCK MEASURE	119.56	CY	\$ 53.02	\$ 6,339.07						119.56	\$ 6,339.07
0120 6	EMBANKMENT	328.78	CY	\$ 23.90	\$ 7,857.84				\$ -		328.78	\$ 7,857.84
	SURVEY (4% PRIOR TO SUBTOTAL PRIOR TO MOT, SURVEY, GEOTECH)					1	EA	\$ 39,212.97	\$ 39,212.97		1	\$ 39,212.97
	GEOTECH (1.5% PRIOR TO SUBTOTAL PRIOR TO MOT, SURVEY, GEOTECH)					1	EA	\$ 14,704.86	\$ 14,704.86		1	\$ 14,704.86
				TA Eligible Costs / TA Funds Requested (not funded through other sources)				Other Funds (must include TA Ineligible Costs)				
				\$ 999,930.66				\$ 53,917.83				
Design Cost (10%)				\$ 99,993.07				\$ -				
CEI Cost (7%)				\$ 69,995.15								
30% CONTINGENCY (REQUIRED)		\$		299,979.20								
											Total Cost Estimate	\$ 1,523,815.90

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating items:

Mowing and Litter removal, Optional services; Survey; Video inspection;  
Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations,  
Telephone line directional bore, etc.  
Contingency

Other elements may be non-participating, the ones listed above are non-particating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

FDOT Design <https://www.fdot.gov/roadway>  
FDOT Estimates <https://www.fdot.gov/programmanagement/estimates/documents>  
Local Programs Manual <https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>  
TA Set-Aside Program (TA) <https://www.fdot.gov/planning/systems/systems-management/tap>

Prepared by:

Arthur V Hooks

PE Number:

66355

Name:

Signature

Date:

1/8/2025

Reviewed by:

William Woodberg

William T. Woodberg

Name:

Signature

Date:

1/8/2025

## **RESOLUTION 2025-01-448**

### **A RESOLUTION BY THE CITY OF LYNN HAVEN, FLORIDA TO SUPPORT CONSTRUCTION OF A SIDEWALK ON CAROLINA AVENUE AND WEST 14<sup>TH</sup> STREET WITH TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FUNDING; AND PROVIDING FOR AN EFFECTIVE DATE.**

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

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

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

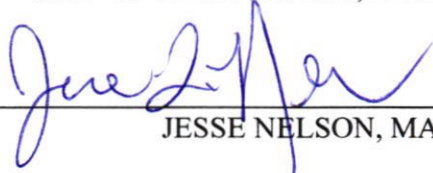
**WHEREAS**, the Center of Disease Control (CDC) encourages people to walk for fitness, transportation, and fun; and

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

**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of the City of Lynn Haven, Florida that they support the construction of a sidewalk on Carolina Avenue between SR 390 and 14<sup>th</sup> St. as well as West 14<sup>th</sup> St. between Tennessee Ave. and Maryland Ave.

**PASSED and ADOPTED** by the City Commission of the City of Lynn Haven this 14<sup>th</sup> day of January, 2025.

CITY OF LYNN HAVEN, FLORIDA



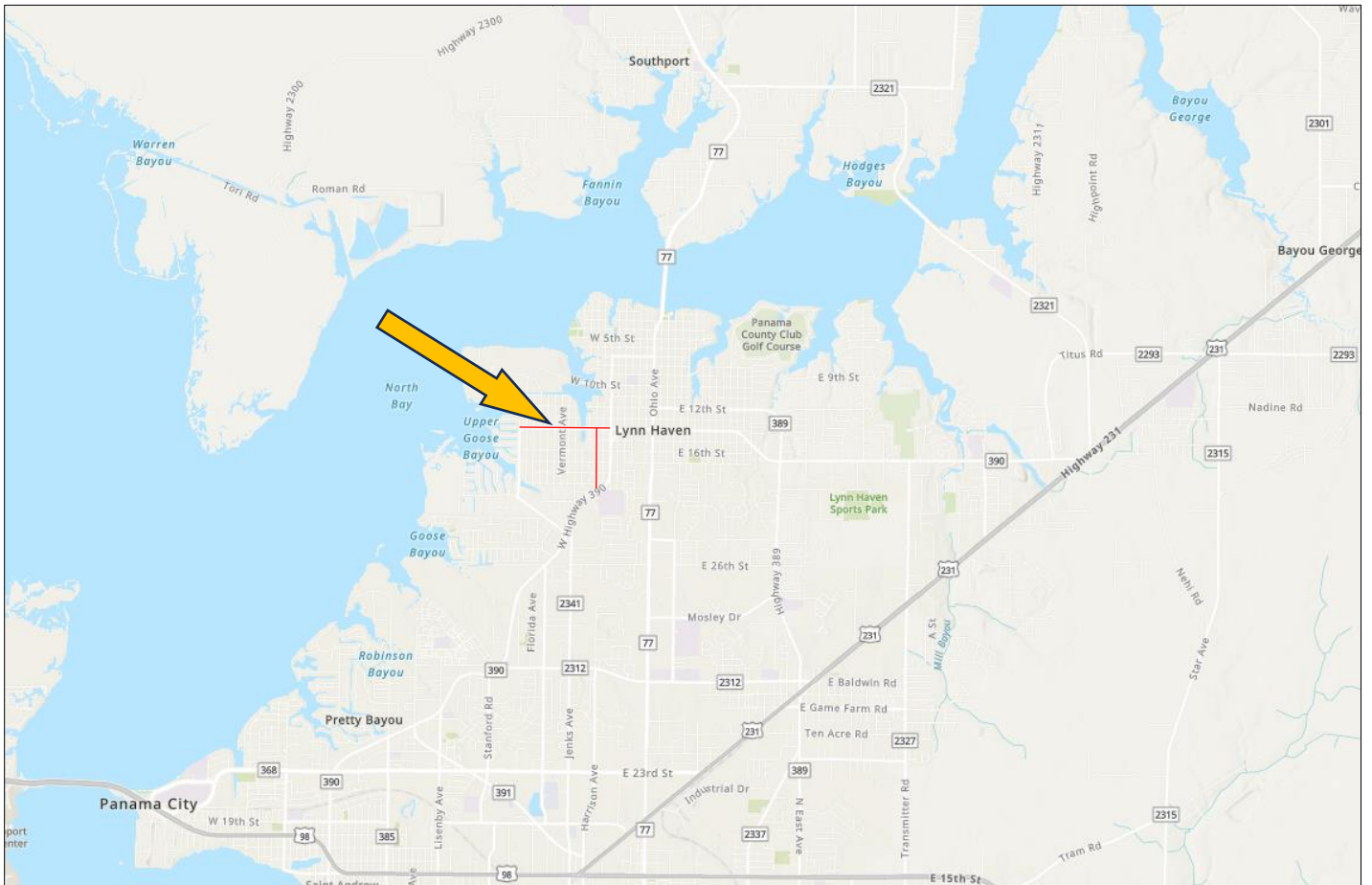
JESSE NELSON, MAYOR

ATTEST:

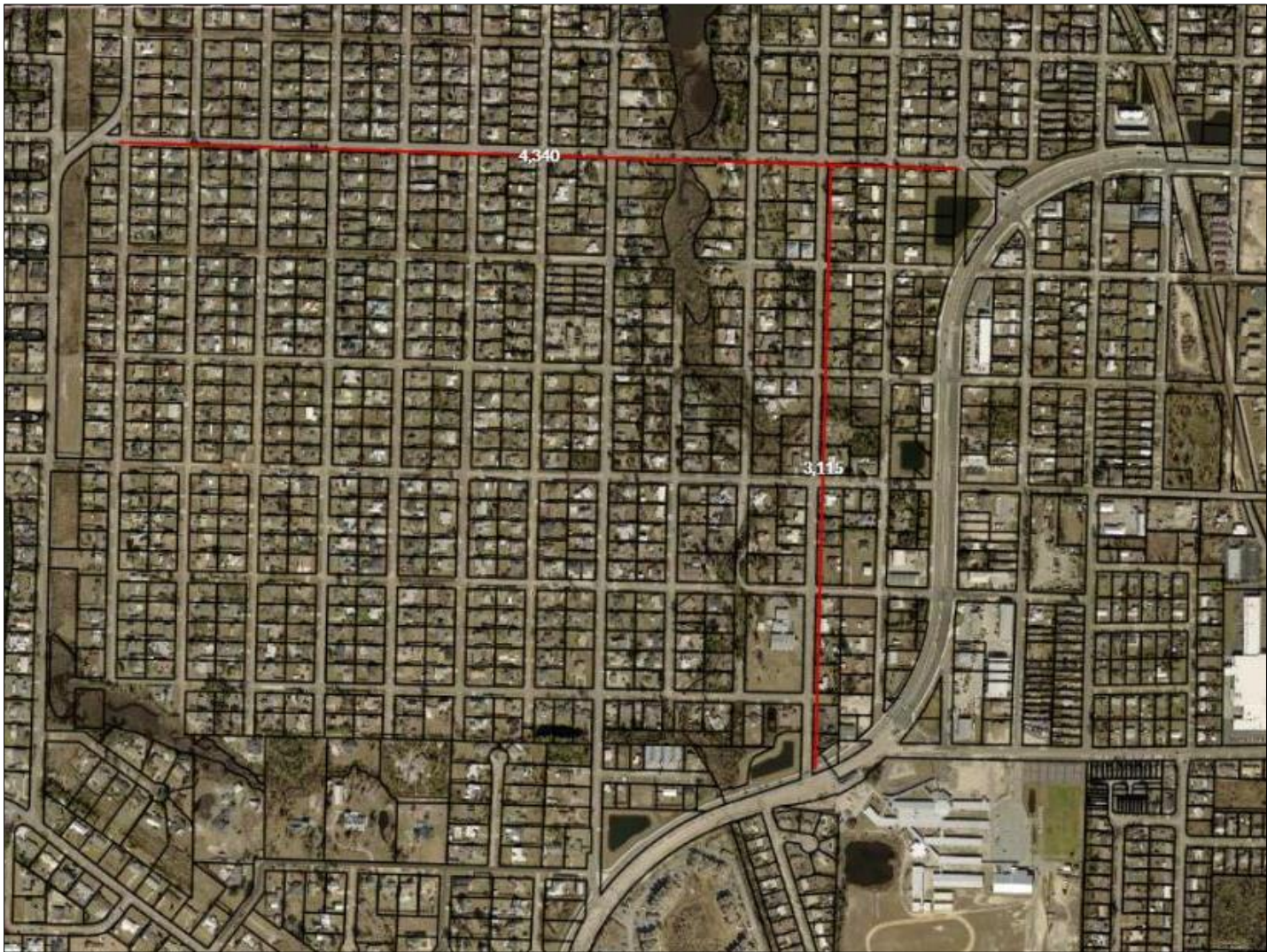


VICKIE GAINER, CITY MANAGER

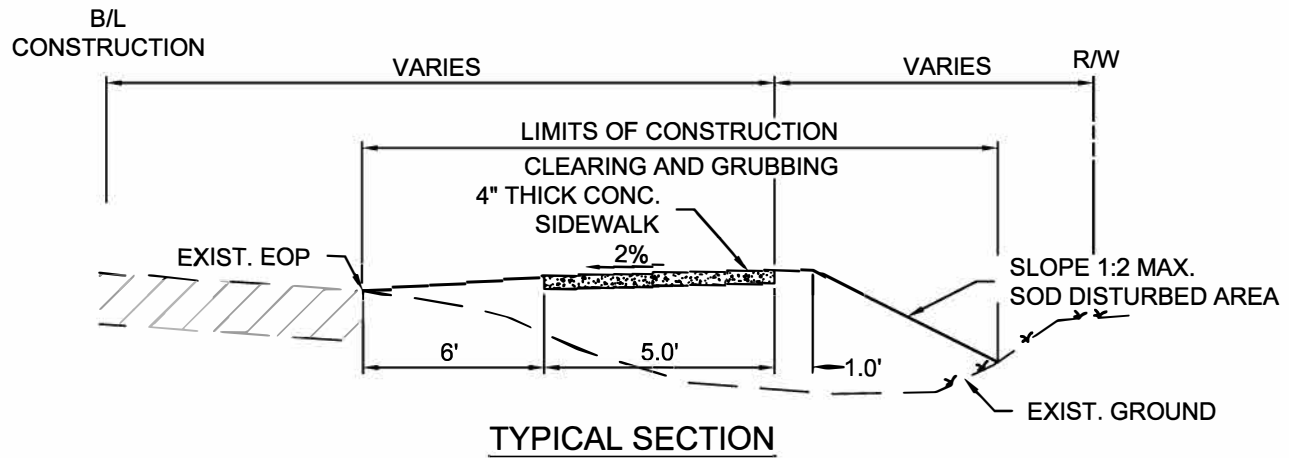
# PROJECT LOCATION MAP







0.59 miles on Carolina Ave.  
0.82 miles on West 14<sup>th</sup> St.  
1.41 miles total.



**NOTES:**

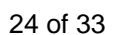
1. CROSS SLOPE NOT TO EXCEED 1:50 (2%).
2. RUNNING SLOPE NOT TO EXCEED 1:12 (8.33%), WITH 5' X 5' LEVEL LANDINGS EVERY 20'.
3. WIDTH OF SIDEWALK AS REQUIRED BY ORDINANCE.
4. SIDEWALK TO BE A MIN. 3,000 PSI CONCRETE WITH FIBER MESH AND WELDED WIRE.
5. CONCRETE SHALL BE CURED MIN. 24 HOURS AFTER POURING.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

April 14, 2016 (09:40:30 EST)  
R:\008.007 CITY OF LYNN HAVEN TWP SIDEWALKS\DWG\FOLDER\PRODUCTION\008007 LYNN HAVEN SIDEWALK GRANT\008.MXD

Subject:	LYNN HAVEN SIDEWALK PROJECT CITY OF LYNN HAVEN BAY COUNTY, FLORIDA	Date: MAR. 2016	Revision:	Sketch No.:
		Scale: AS SHOWN		
<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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## Plat Book 5, Pages 9 and 12 of the Bay County Records





PLAT NO. 2.  
**LYNNHAVEN**

COMPRISING THE FOLLOWING LANDS  
 SITUATED IN

WASHINGTON CO., FLA.

AS OWNED AND PLATTED  
 BY

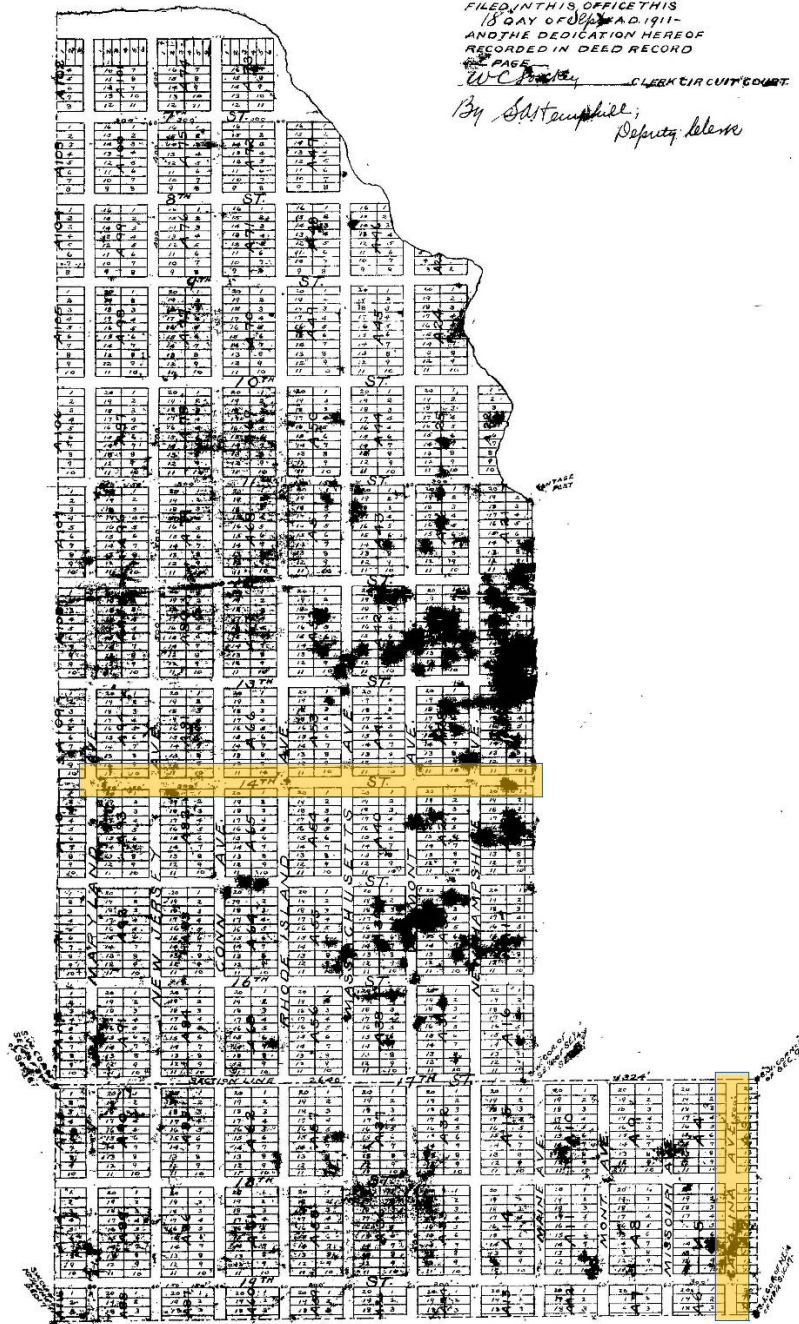
THE ST. ANDREWS BAY DEVELOPMENT CO.

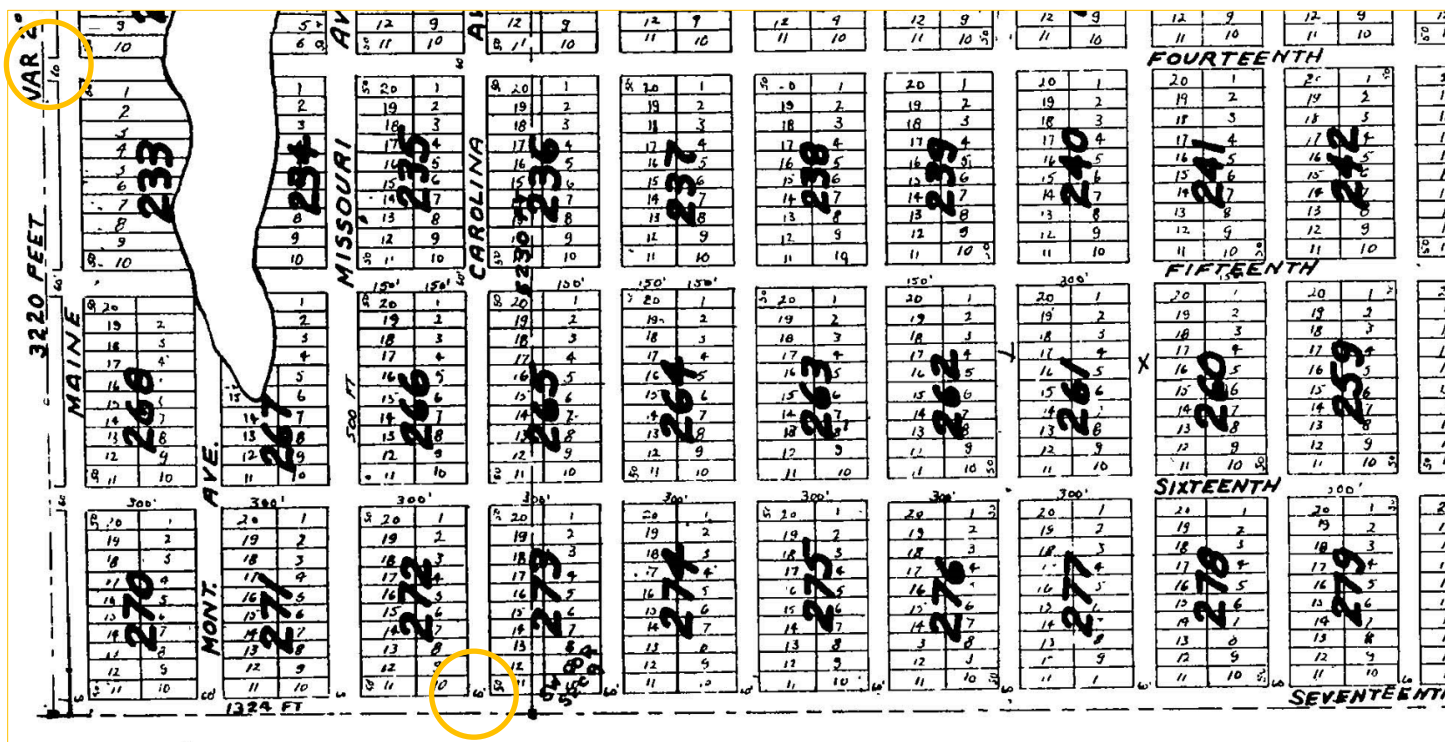
N $\frac{1}{2}$  of NE $\frac{1}{4}$  SEC. 17, NE $\frac{1}{4}$  of NW $\frac{1}{4}$  of 17, W $\frac{1}{2}$  of E $\frac{1}{2}$  of E $\frac{1}{2}$  of NW $\frac{1}{4}$  of  
 or SEC. 8,  $\frac{1}{4}$  SE $\frac{1}{4}$  of SW $\frac{1}{4}$  of SEC. 5, ALL IN TOWN 3 S. 2 E. 1 W.

SCALE 400' = 1 INCH.

DATED MAY 8, 1911—  
 FILED IN THIS OFFICE THIS  
 18 DAY OF SEP. A.D. 1911—  
 AND THE DEDICATION HEREOF  
 RECORDED IN DEED RECORD  
 PAGE 100  
 W.C. PHELPS, CLERK CIRCUIT COURT.

By S. J. Thompson, Deputy Clerk









W 14th St - Right of Way



Carolina Ave - Right of Way

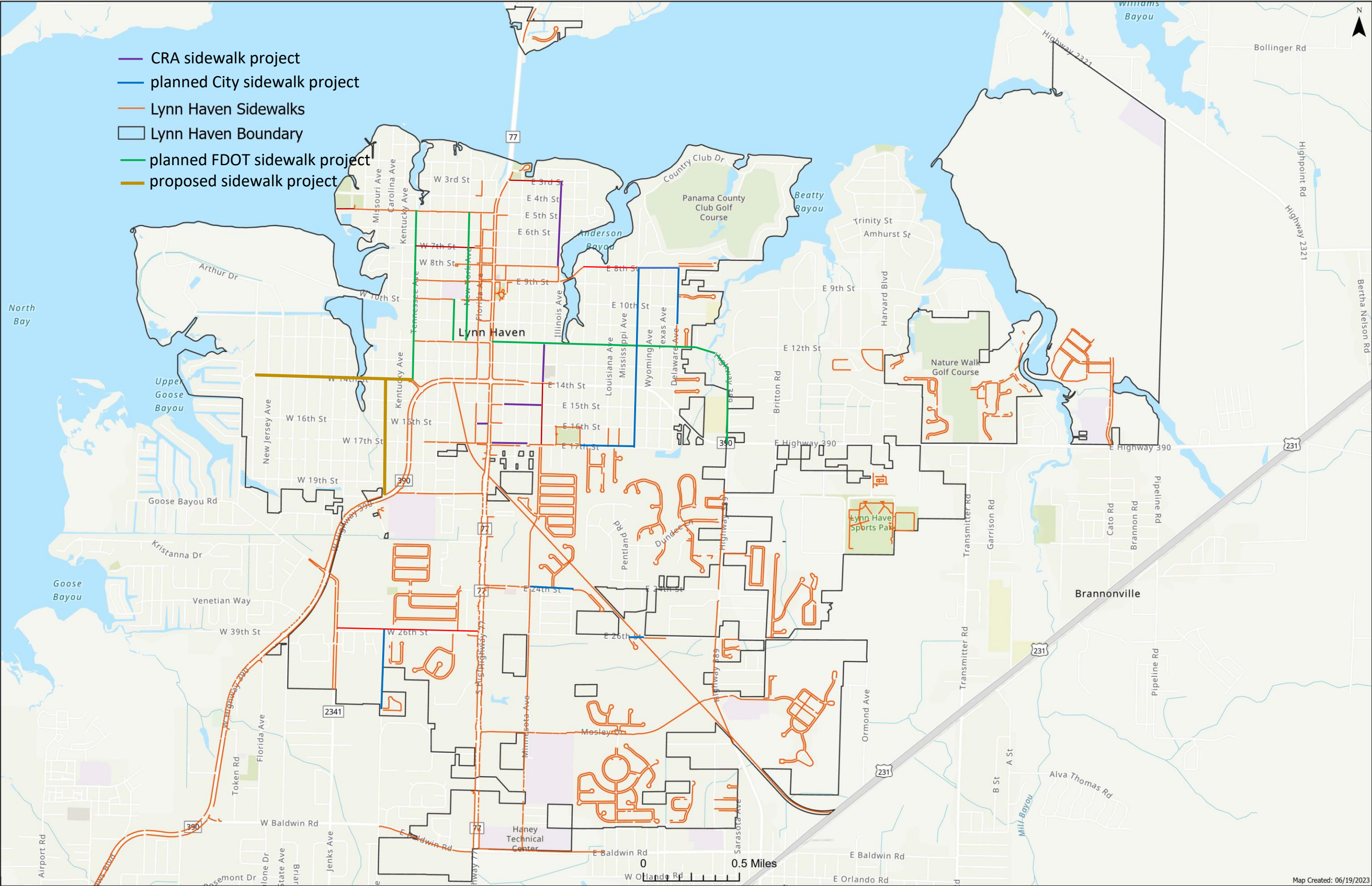
W 14th St and Carolina Ave  
Right of Way  
City of Lynn Haven

- Legend
- Right of Way Width (60ft)
  - Street Centerline
  - Major Road
  - Minor Road

Street Name	ROW Width (ft)	Approx. Length (lf)
W 14th St	60	4322.27
Carolina Ave	60	3162.95
Total		7485.22









August 26, 2024

**Re: New Sidewalk along Carolina and West 14 Street**

To Whom It May Concern:

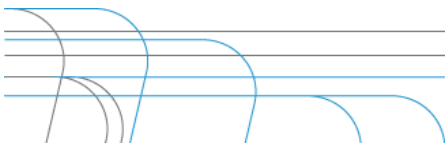
JENSEN USA Inc. enthusiastically supports the new sidewalk along Carolina Avenue and West 14<sup>th</sup> Street. The new sidewalk would benefit our community by providing safe pedestrian and bike routes to park areas. Along with a great addition to the existing sidewalk network, it would also create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

Yours Sincerely,

A handwritten signature in blue ink, appearing to read "Tony Biela", written over a light blue horizontal line.

Tony Biela

President – JENSEN USA Inc.



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

[www.jensen-group.com](http://www.jensen-group.com)  
T: 850-271-5959  
F: 850-271-5901

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



September 09, 2024

Re: City of Lynn Haven Sidewalk Improvements

To Whom it May Concern:

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

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

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

Sincerely,

Patrick W. Chapin  
President/CEO





# LYNN HAVEN ELEMENTARY

Soaring to Educational Excellence  
Since 1913

Stacie Anderson  
Principal

Stefanie Bohannon  
Assistant Principal

August 26, 2024

RE: City of Lynn Haven Sidewalk Improvements

To Whom It May Concern:

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

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

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

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

Sincerely,

Stacie Anderson, Principal  
Lynn Haven Elementary

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



## BOARD OF DIRECTORS

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Ron Sharpe

**Chief Operating Officer**  
Joan White

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

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

August 23, 2024

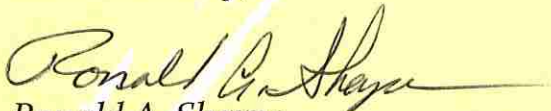
*RE: City of Lynn Haven Sidewalk Improvements*

To Whom It May Concern:

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

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

Most sincerely,

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



## Lynn Haven Police Department

Chief of Police Ricky Ramie

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



### Memorandum

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

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

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

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

cc:



# Transportation Alternative Program Grant Application

## South Gay Avenue Sidewalk Project



City of Callaway

6601 FL HWY 22  
Callaway, FL 32404

January 2025



# FDOT Transportation Alternatives Set-Aside Program

## FUNDING APPLICATION

Submittal Date:

### APPLICANT INFORMATION

Agency/Organization Name:			
Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
County:		MPO/TPO (if applicable):	
Telephone:		Email Address:	

### CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☐ Yes (Required)

PROJECT TYPE: ☐ Infrastructure ☐ Non-infrastructure

*FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.*

### FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☐ Currently fully LAP Certified / Year of Certification:
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
Telephone:		Email Address:	



## PROJECT INFORMATION

### PROJECT NAME/TITLE:

### ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☐ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☐ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

**\*NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

### PROJECT LOCATION:

<b>Roadway name:*</b>		
<input type="checkbox"/> <b>On-State System Road</b> (State Roadway)	<input type="checkbox"/> <b>Off-State System Road</b> (Local Roadway)	<b>Roadway number:</b> (i.e. US, SR, CR, etc., if applicable)

**\*NOTE:** For off-road/trail projects please indicate adjacent roadway

### PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

<b>South or West Termini:</b> Street Name/Mile Post/Other	<b>North or East Termini:</b> Street Name/Mile Post/Other
<b>Project Length (in miles):</b>	
<b>Attachment included?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>A location map with aerial view is attached to this application.</b> <input type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

**PROJECT DESCRIPTION:**

**Brief Description (1,000 character limit)** *(e.g. planning, design and construction of a sidewalk along Sample Road)*

*Detailed Scope of Work:*

A detailed scope of work is attached.

☐ Yes (Required)

*Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.*

Conceptual or design plans are attached.

☐ Yes ☐ No

Typical Section drawings are attached.

☐ Yes ☐ No

Other attachment (e.g. studies, documentation to support the project).

☐ Yes ☐ No

If yes, please describe (250 character limit):

**PUBLIC INVOLVEMENT(500 character limit for each question below):**

**Has the applicant received input from stakeholders?** Briefly explain:

☐ Yes ☐ No

**Have public information or community meetings been held?**

☐ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation:

**Describe public and private support for the project** *(e.g. petitions, endorsements, resolutions, letters of support):*



Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?

☐ Yes ☐ No

If Yes, specify and provide documentation:

Is environmental permitting required?

☐ Yes ☐ No

If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

## PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☐ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☐ Construction
- ☐ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:\*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

**\*NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

**Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?**

☐ Yes ☐ No

**If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):**

**Is there a proposed maintenance plan for when the project is complete?** ☐ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

## PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

**Is right-of-way acquisition proposed?** ☐ Yes ☐ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

**Will temporary construction easements be required?** ☐ Yes ☐ No

If Yes, please describe (500 character limit):



## PROJECT COST ESTIMATE AND FUNDING REQUEST

### ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☐ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$
Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe)	\$	\$	\$
<b>TOTAL ESTIMATED PROJECT COST</b>	\$	\$	\$
<b>PERCENT OF TOTAL PROJECT COST</b>			<b>100%</b>

*\*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.*



# Attachment A: CERTIFICATION OF IMPLEMENTING AGENCY SUPPORT (RESOLUTION)



**RESOLUTION NO. 25-03**

**A RESOLUTION BY THE CITY OF CALLAWAY, FLORIDA TO  
SUPPORT CONSTRUCTION OF SIDEWALK ON THE EAST  
SIDE OF SOUTH GAY AVENUE FROM CHERRY STREET TO  
BOAT RACE ROAD WITH TRANSPORTATION  
ALTERNATIVE PROGRAM FUNDING; AND PROVIDING FOR  
AN EFFECTIVE DATE.**

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of the City of Callaway, Florida that they continue to support the construction of a sidewalk on the East Side of South Gay Avenue

**PASSED, APPROVED AND DULY ADOPTED** by the City Commission of the City of Callaway, Florida, meeting in regular session this 14<sup>th</sup> day of January, 2025.

CITY OF CALLAWAY, FLORIDA

By: Pam Henderson  
Pam Henderson, Mayor

Attest: Ashley Robyck  
Ashley Robyck, City Clerk

APPROVED AS TO FORM FOR THE  
CITY OF CALLAWAY ONLY:

Kevin D. Obos  
Kevin D. Obos, City Attorney

VOTE OF COMMISSION:

Ayers	<u>yes</u>
Davis	<u>yes</u>
Griggs	<u>yes</u>
Henderson	<u>yes</u>
Pelletier	<u>yes</u>

## Attachment B: DETAILED SCOPE OF WORK

# **CITY OF CALLAWAY SCOPE OF WORK**

## **SOUTH GAY AVENUE SIDEWALK PROJECT**

### BACKGROUND AND SCOPE:

The purpose of this project is to address pedestrian safety issues, enhance mobility, and provide pedestrian connectivity within the City. South Gay Avenue is an existing 25 mph residential road with minimal lighting, a mix of open and closed drainage and no existing shoulder, curb and gutter or sidewalk. Pedestrians need safe access to local points of interest, school- children need safe access to school bus-stops and citizens in wheel-chairs need mobility.

The project proposes a 6' concrete sidewalk on the east side of South Gay Avenue from Boat Race Road to Cherry Street. The proposed sidewalk provides pedestrian refuge, wheel-chair access, and connectivity to school bus routes, the pedestrian system and places of worship. This meets and exceeds the project purpose by also reducing emissions and improving the quality of life for residents. This will provide a safe walking path for people of all ages and abilities to travel within the City.

The services sought are the survey, design, and permitting of the sidewalk per Florida Department of Transportation (FDOT) Design Standards along the east side of South Gay Avenue from Boat Race Road to Cherry Street, approximately 1 mile. The work primarily consists of a new ADA compliant pedestrian walkway system including concrete sidewalks, crosswalks, pavement markings, and other appurtenances. All proposed improvements on South Gay Avenue shall be located within the existing right-of-way.

The City of Callaway will enter into a Local Agency Program (LAP) Agreement with the FDOT for this sidewalk project.

#### **A. Surveying and Geotechnical**

1. Prepare route survey for the sidewalk construction limits as identified in the LAP Agreement along the east side of South Gay Avenue from Boat Race Road to Cherry Street. Locate all above ground features and improvements, identify utilities, and locate r/w and jurisdiction limits.

#### **B. Engineering Design and Permitting**

Below are steps that will be taken during the design process:

1. Perform design and prepare plans for sidewalk construction along the east side of South Gay Avenue from Boat Race Road to Cherry Street as identified in the LAP Agreement. All work shall be prepared with English units in accordance with the latest editions of standards and requirements utilized by the FDOT which include, but are not limited to,



publications such as:

- a. The Florida Green Book
  - b. The Florida Department of Transportation Design Manual (FDM).
  - c. The FDOT Standard Plans for Road and Bridge Construction.
  - d. The Manual on Uniform Traffic Control Devices (MUTCD).
  - e. The Americans with Disabilities Act(ADA).
2. Provide stormwater/drainage as necessary to accommodate sidewalk in accordance with the FDOT Drainage Manual.
3. Prepare Traffic Control Plan as necessary to accommodate construction of sidewalk.
4. Prepare design documentation.
5. Perform a Field Review with plans in hand after 60% Review comments are received by City and FDOT.
6. Develop accurate quantities and the supporting documentation in computation booklets.
7. Prepare contract documents, technical specifications and plans.
8. Coordinate sidewalk location with FDOT within its right of way.
9. Identify all existing utilities in the plans. Coordinate with all utility companies during the design process. Distribute all plans, conflict matrixes and changes to affected utility owners. Make sure this information is properly coordinated and documented. Certify that all necessary arrangements for utility work on this project have been made and will not conflict with the physical construction schedule.
10. Field Reviews: The Consultant shall make as many trips to the project site as required to obtain necessary data for all elements of the project.
11. Technical Meetings: The Consultant shall attend all technical meetings necessary to execute the Scope of Services of this contract. The Consultant shall prepare, and submit to the City's Project Manager for review, the meeting minutes for all meetings attended by them.
12. Quality Assurance Quality Control (QAQC): It is the Consultant's responsibility to independently and continually QC their plans and other deliverables. The Consultant shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications and other services furnished by the Consultant and their subconsultant(s) under this contract.
13. Permitting: Prepare the Northwest Florida Water Management District (NFWFMD) Stormwater Noticed General Permit Application, if necessary.
14. Consultant shall provide a detailed project activity/event schedule with actual dates and Consultant scheduled activities required.
15. Provide monthly status reports and update meetings through the design and permitting process.

16. Attend progress meetings with the City as necessary.
17. Develop probable cost of construction estimate after 90% design is complete.
18. Upload documents into the Department's Grant Application Process (GAP) as necessary and respond to comments the Department's Electronic Review Comments (ERC) System
19. Provide any necessary materials for public announcements or public participation meetings required by the FDOT.

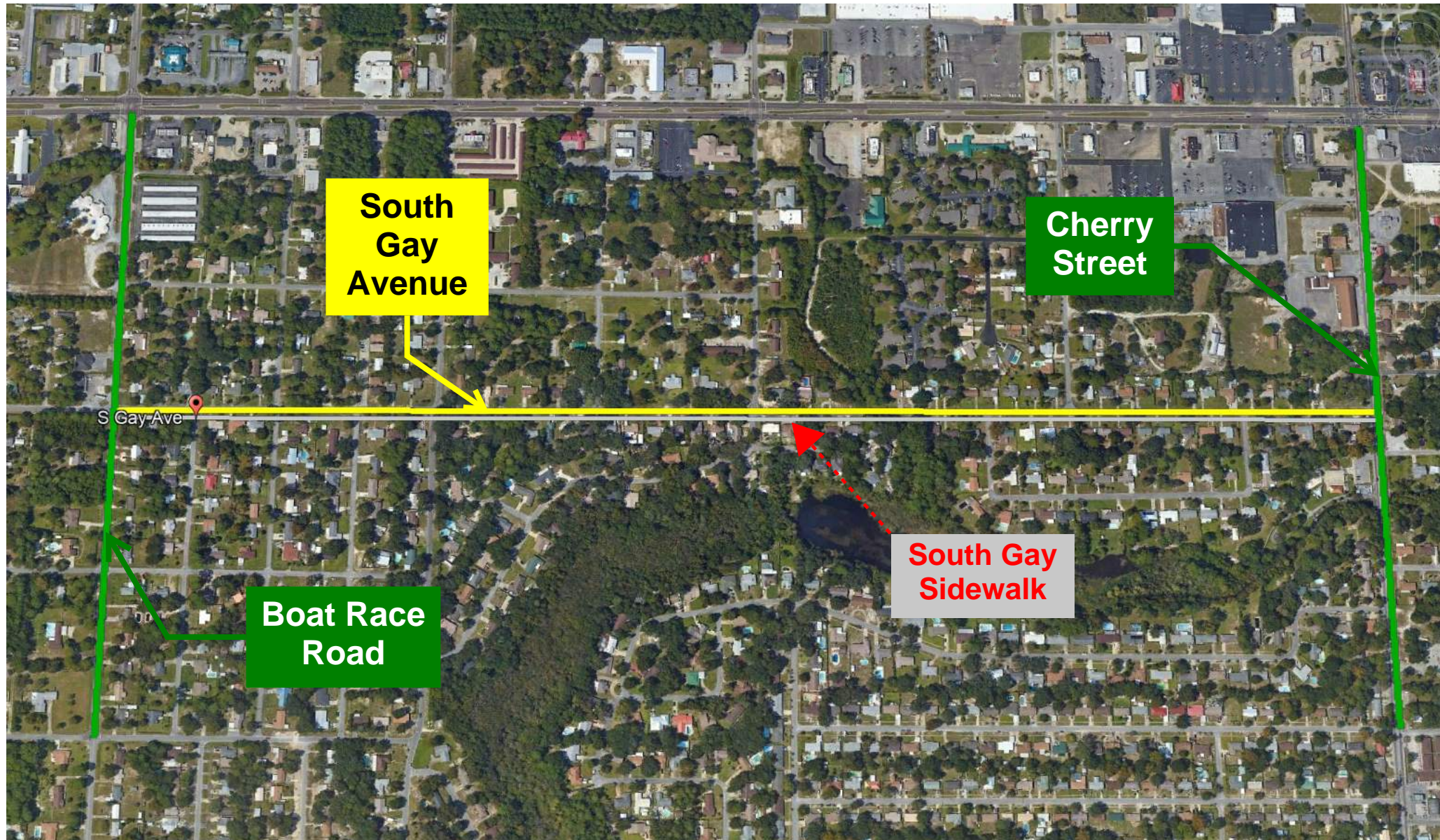
C. Construction & CE&I

Upon completion of engineering design and permitting the project will be advertised in accordance to the City and LAP requirements. The finished product will result in FDOT approved plans, and specifications, bid documents and construction/completion of the project in accordance with the Local Agency Program Requirements.

## Attachment C: LOCATION MAP



CITY OF CALLAWAY TAP GRANT APPLICATION  
SOUTH GAY AVENUE SIDEWALK PROJECT  
BOAT RACE ROAD TO CHERRY STREET



LOCATION MAP

## Attachment D: DETAILED COST ESTIMATE



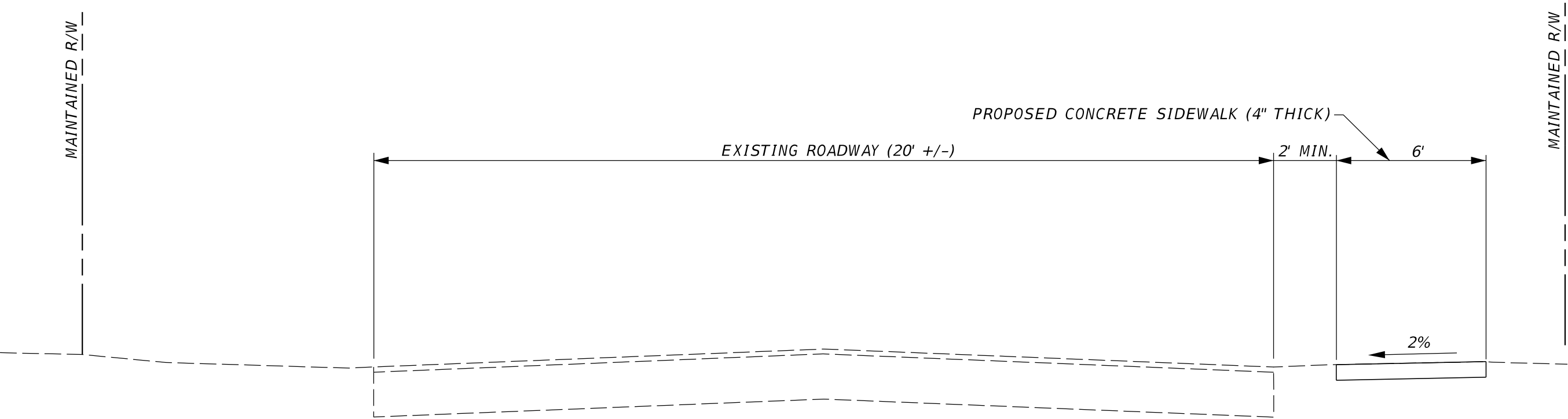
**CITY OF CALLAWAY TAP GRANT APPLICATION**  
**SOUTH GAY AVENUE SIDEWALK**  
**BOAT RACE ROAD TO CHERRY STREET**

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
1	MOBILIZATION (10%)	1	LS	\$92,400.00	\$92,400.00
2	TRAFFIC CONTROL (10%)	1	LS	\$83,600.00	\$83,600.00
3	CLEARING AND GRUBBING (INCLUDING BUT NOT LIMITED TO ALL ASPHALT, TREES, PIPES, STRUCTURES, CURB, FENCE, ETC)	1	LS	\$20,000.00	\$20,000.00
4	REGULAR EXCAVATION	1,000	CY	\$27.50	\$31,625.00
5	ENBANKMENT	950	CY	\$24.20	\$26,438.50
6	TYPE C INLET	5	EA	\$5,830.00	\$33,522.50
7	PIPE CULVERT, OPT MATERIAL (18 IN)	800	LF	\$181.50	\$166,980.00
8	CONJUNCTION INLET BOX	1	LS	\$20,000.00	\$20,000.00
9	CONCRETE SIDEWALK (4 IN)	3,550	SY	\$74.41	\$303,778.83
10	DETECTABLE WARNING	144	SF	\$47.30	\$7,832.88
11	PERFORMANCE TURF, SOD	3,000	SY	\$5.94	\$20,493.00
12	SIGNAGE AND STRIPING (1%)	1	LS	\$8,360.00	\$9,614.00
CONSTRUCTION TOTAL:					\$816,300.00
ENGINEERING DESIGN/FINAL PLANS COST (APPROX. 15% OF CONSTRUCTION COST):					\$ 122,445.00
SURVEY (APPROX. 5% OF CONSTRUCTION COST):					\$ 40,815.00
GEOTECHNICAL SERVICES					\$ 23,000.00
TOTAL DESIGN COST:					\$ 186,260.00
CONSTRUCTION ENGINEERING AND INSPECTION (180 DAYS CONSTRUCTION TIME):					\$300,000.00
TOTAL CE&I:					\$300,000.00
CONTINGENCY (APPROX. 25% OF CONSTRUCTION COST):					\$204,075.00
TOTAL PROJECT ESTIMATE					<b>\$1,506,635.00</b>

**COST ESTIMATE**



## Attachment E: TYPICAL SECTION



SOUTH GAY AVENUE TYPICAL SECTION  
NOT TO SCALE

REVISIONS				19 of 236	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						BAY			

## Attachment F: LETTERS OF SUPPORT





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: KEITH E COOK


Address: 2413 GRANDIFLORA BLVD, PCB, FL 32408

I, KEITH COOK, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ashley Robyck

Address: 7104 Nebraska St Apt B  
Panama City FL 32404

I, Ashley Robyck, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

---

---

---

Ashley Robyck  
Signature

1-15-2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: DON HERNINGS

Address: 431 TANDA PASS

I, Don Hernings, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Don Hernings  
Signature

\_\_\_\_\_  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Anna Pelletier

Address: 7724 Shadow Bay Dr.  
Callaway FL 32404

I, Anna Pelletier, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Perfect location for this type  
of project.

Anna Pelletier  
Signature

14 Jan. 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOHN P. HAGAN

Address: 219 Colonnade Sq  
Callaway, FL 32404

I, JOHN P. HAGAN, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

John P. Hagan  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: ROBERT PELLETIER

Address: 7724 SHADOW BAY PK

Callaway FL 320

I, \_\_\_\_\_, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1/14/25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Spring Overways  
Address: 7124 B Single Ln CN  
Callaway 32404

I, Spring Overways support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

[Signature]  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: KEVIN OBO S

Address: 304 MAGNOLIA AVE  
PANAMA CITY FL 32401

I, KEVIN OBO S, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: David Griggs

Address: 7111 Winona St  
Callaway 32404

I, David Griggs, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

David Griggs  
Signature

01/14/25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Scott Davis

Address: 314 Lake Side Dr.  
Callaway, Fl. 32404

I, Scott Davis, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Signature Scott Davis

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ken Ayers

Address: 6831 Forsythe Dr.  
Callaway, FL 32404

I, Ken Ayers, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thank you for your consideration.

Ken Ayers  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Brent Clayton


Address: 7400 Camryac Crossing

I, Brent Clayton, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1-14-25  
Date





**Letter of Support for  
the South Gay Avenue Sidewalk Project**

Name: Lisa Mayo

Address: 139 Guana Rd.  
Southport, FL 32409

I, Lisa Mayo, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Lisa Mayo  
Signature

1/13/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Brittney Janosik

Address: 4056 Brighton Blvd  
Panama City, FL 32404

I, Brittney Janosik, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Brittney Janosik  
Signature

11/13/05  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Emily Franklin

Address: 1414 Louisiana Ave

Lynn Haven, FL 32444

I, Emily Franklin, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Emily Franklin  
Signature

1/13/25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ed Cook

Address: 2413 GRANDIFLORA BLVD, PANAMA CITY, FL 32408

I, Ed Cook, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Signature

01/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Bill Fyfe

Address: 324 S. Bertha Ave.  
Callaway, FL 32404

I, Bill Fyfe, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Bill Fyfe  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jay Mitchell

Address: 2609 Shadow Ridge Ct.  
Lynn Haven FL, 32444

I, Jay Mitchell, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature

Jay Mitchell

Date

1-13-25





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Catrese Bowley

Address: \_\_\_\_\_

I, Catrese Bowley, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

I use this road frequently and there is usually  
pedestrian traffic, I think sidewalks would be  
beneficial

Catrese Bowley  
Signature

1/13/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Emma Lord

Address: 7116 Maxwell Court  
Callaway, FL 32404

I, Emma Lord, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This is a great idea and will benefit a  
lot of our Citizens.

Emma Lord  
Signature

13 Jan 2024  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: MARK M'QUEEN, SUPERINTENDENT OF SCHOOLS

Address: 1311 BALBOA AVE

PANAMA CITY, FL 32401

I, MARK M'QUEEN, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Mark M'Queen

Signature

13 Jan 25

Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ann Leonard

Address: 102 Harmon Ave  
Panama City, FL 32401

I, \_\_\_\_\_, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.) - *especially for children walking to school*
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ann D. Leonard  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jerry L. Register

Address: 802 W. 12th St.

Lynn Haven, Fl. 32449

I, Jerry L. Register, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Safety is the key!

Jerry L. Register  
Signature

Jan. 14, 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Winston Chestea  
Address: 6726 Tupper Rd

I, Winston Chestea, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Winston Chestea  
Signature

Jan 14 2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Pam Henderson

Address: 133 HL Sudduth Dr  
Callaway FL 32404

I, Pam Henderson, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This sidewalk would simplify  
walkability to a city park and  
to area shopping

Pam Henderson  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Marilyn P. Wallace

Address: 5808 Ivy Rd P.C. FL 32404

I, Marilyn P. Wallace, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Marilyn P. Wallace  
Signature

01-14-2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Theresa C. Townsend

Address: 6412 Bobby Lane  
Callaway

I, Theresa Townsend, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Theresa C. Townsend  
Signature

5-14-25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Rea Dutton

Address: \_\_\_\_\_

I, Rea Dutton, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Rea Dutton  
Signature

14 Jan 25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: MAMIE REYNOLDS

Address: 130 Beulah Ave Apt. 3  
Callaway, FL 32404

I, Mamie Reynolds, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Mamie Reynolds  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: CHRISTINE SMITH

Address: 3008 KINGSWOOD DR.  
PANAMA CITY FL

I, CHRISTINE SMITH, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Christine B Smith  
Signature

14 JAN 25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Betty Pierce

Address: 5213 Collins St.  
Callaway, FL

I, Betty Pierce, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Betty Pierce  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Elizabeth Lane

Address: 139 N Anita Dr  
Panama City, FL 32404

I, Elizabeth Lane, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Elizabeth Lane  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: DALLAS MARTZ

Address: 6210 LAKE DR.  
CALLAWAY FL 32404

I, DALLAS MARTZ, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Dallas L Martz  
Signature

12/14/2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Andrew D. Wiggins

Address: 108 Rob Court Callaway Fla

I, Andrew D. Wiggins, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Andrew D. Wiggins  
Signature

8 Jan 25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Susan Holzschuh

Address: 15642 C.R. 2297

I, Susan Holzschuh, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

S. Holzschuh  
Signature

1/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Timothy K Brunner

Address: 6620 Cherry St.

Callaway FL 32904

I, Timothy K Brunner, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Signature

Date

1-14-25





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOSEPH R. TOWNSEND

Address: 6412 BABBY LN, CALLAWAY

I, JOSEPH R. TOWNSEND, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Joseph R. Townsend  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project


Name: GLENN DEASON

Address: 1408 S. GAY AVE

I, GLENN DEASON, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Lawell Webster

Address: 902 Watermark - Way

I, Lawell Webster, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Signature

Date

1-14-25





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: WAYNE CARTER

Address: 4558 CEDAR ST. PANAMA CITY FL 92404

I, WAYNE CARTER, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Wayne Carter  
Signature

\_\_\_\_\_  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Sara Love

Address: 411 Benlak Ave.  
Panama City, FL 32404

I, Sara Love, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sara C. Love  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: PATSY MARTINA

Address: 6416 Letchworth St.

Panama City, FL. 32404

I, PATSY MARTINA, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Patsy Martina  
Signature

\_\_\_\_\_  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Rileen Ward

Address: 603 Hwy. 2297  
P.O. Box 32404

I, Rileen Ward, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Safety for the children

Rileen Ward  
Signature

\_\_\_\_\_  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Karen Fleur

Address: 233 S. Jan Dr  
Pc Fla 32404

I, Karen Fleur, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Karen Fleur  
Signature

1-14-24  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Nila Latta

Address: 237 S. Jan Dr.

I, Nila Latta, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Nila Latta  
Signature

1/14/25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOHN COATS

Address: 206 WILLOW DR.  
PANAMA CITY, FL 32404

I, JOHN COATS, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

John Coats  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Laura Banera

Address: 213 S. Berthe Ave

I, Laura Banera, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Laura Banera  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jo Liggelt  
Address: 1041 S. Kumbel Ave  
D. C. Fla 32404

I, Jo Liggelt, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Jo Liggelt  
Signature

1-14-2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Denise Beach

Address: 141 H.L. Suduth Drive  
Callaway, FL 32404

I, Denise Beach, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Denise Beach  
Signature

01/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Carol Geoghagan  
Address: 132 HL Sudduth DR.  
Callaway FL 32404

I, Carol Geoghagan, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Carol Geoghagan  
Signature

1-15-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOEL Geoghagan  
Address: 132 HL Sudduth DR.  
CALLAWAY FL. 32404

I, JOEL Geoghagan, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Joel Geoghagan  
Signature

1-15-25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: William Thompson

Address: 3919 Alva Thomas Road  
Panama City, FL 32409

I, William Thompson, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Reduces the occurrence of crime

Promotes development in surrounding areas

Employs people

  
Signature

15 Jan 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Christopher B. Forehand


Address: 1405 Bayou Ct.  
Panama City FL 32401

I, Chris Forehand, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Great Project!

  
Signature

1/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Tyler Robinson

Address: 502 W 13<sup>th</sup> St. Lynn Haven, FL 32444

I, Tyler Robinson, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Tyler Robinson  
Signature

1/15/2024  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: GINGER HINMAN

Address: 18308 NW PARHAM GRANTHAM RD.

CLARKSVILLE, FL 32430

I, GINGER HINMAN, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

AS A CITIZEN WHO OFTEN SHOPS, VISITS MY CHILDREN WHO LIVE IN CALLAWAY/SPRINGFIELD, AND

WORKS DAILY IN BAY COUNTY CALLAWAY AREA IT WOULD BE OF BENEFIT TO MY FAMILY AND

MYSELF.

  
Signature

01/15/2025

Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Sethin Simmons

Address: 2423 Cocoa Avenue, Panama City Florida 32405

I, Sethin Simmons, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Reduced Crime, walkable neighborhoods increase pedestrian and police visibility along  
with increasing the neighborhood cohesion/community interaction.

*Sethin Simmons*  
Signature

01/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Aaron Pacher

Address: 3100 Sweetbay Avenue, Apt.2114, Panama City, FL 32405

I, Aaron Pacher, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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---

---

Aaron Pacher  
Signature

1-15-25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: RAUDY FREDERICKSON

Address: 1606 E 15<sup>th</sup> PLZ

LYNN HAVEN, FL 32444

I, RAUDY FREDERICKSON, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

15 Jan 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: CHURCHILL B. GRIMES JR.


Address: 4037 ELLISOR RD  
PANAMA CITY, FL 32409

I, CHURCHILL GRIMES, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

15 JAN 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jim Hipkind

Address: 1772 Anwar Bellas Drive  
Panama City Beach, FL 32407

I, Jim Hipkind, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

gabell  
Signature

11/15/2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JAMES SLONINA

Address: 1600 MARINA BAY DRIVE  
PANAMA CITY, FLORIDA 32409

I, JAMES SLONINA support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Signature [Signature]

15 Jan 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: J. Doug Crook

Address: 549 Fanning Bayou Drive, Panama City, FL 32409

---

I, J. Doug Crook, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This community is in need of more safe pedestrian pathways and has been for a very long time.

---

  
Signature

01/15/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Amanda Reed

Address: 802 Forestdale Ave  
Panama City, FL 32401

I, Amanda Reed, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

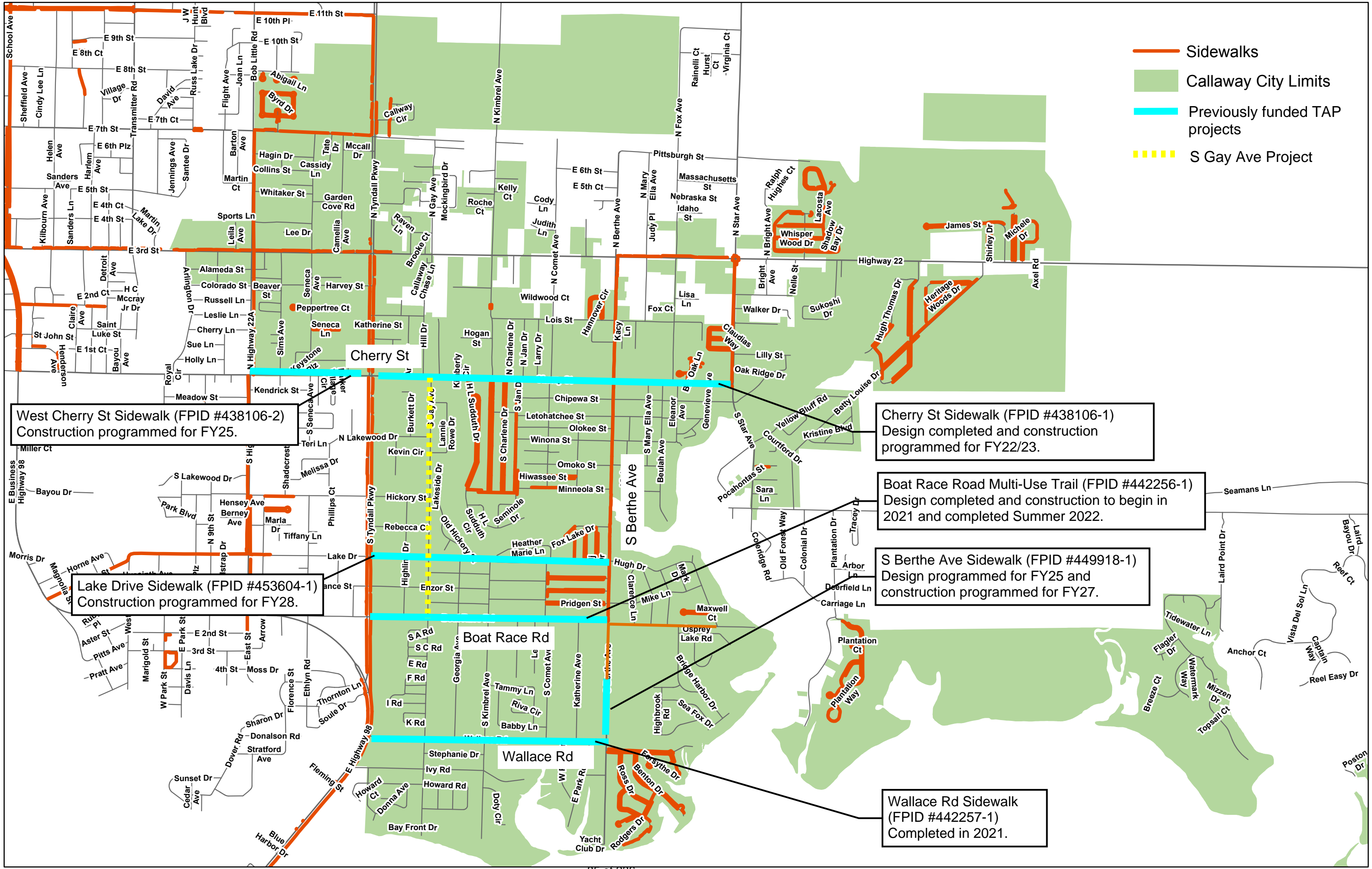
My mom lives on this road and I can attest that  
this sidewalk is greatly needed!

Amanda J Reed  
Signature

1/15/05  
Date



# Attachment G: CITY OF CALLAWAY EXISTING AND PROPOSED SIDEWALKS MAP



# Attachment H: CITY OF CALLAWAY ADA TRANSITION PLAN



# Americans with Disabilities Act Transition Plan



**6601 East Highway 22  
Callaway, Florida 32404**

**City of Callaway  
Florida**

**12/31/2022**

## Table of Contents

### Contents

Part I: Annual ADA Transition Plan Update .....	1
Part II: ADA Transition Plan .....	13
Section 1: Executive Summary .....	13
Section 2: Introduction and Administrative Information.....	16
Section 3: ADA Transition Plan Oversight Committee .....	21
Section 4: Inventory Methodology and Findings .....	23
Section 5: ADA Capital Improvement Plan .....	26
Section 6: Monitoring and Status Reporting.....	30
Section 7: ADA Transition Plan Capital Improvement Projects.....	30

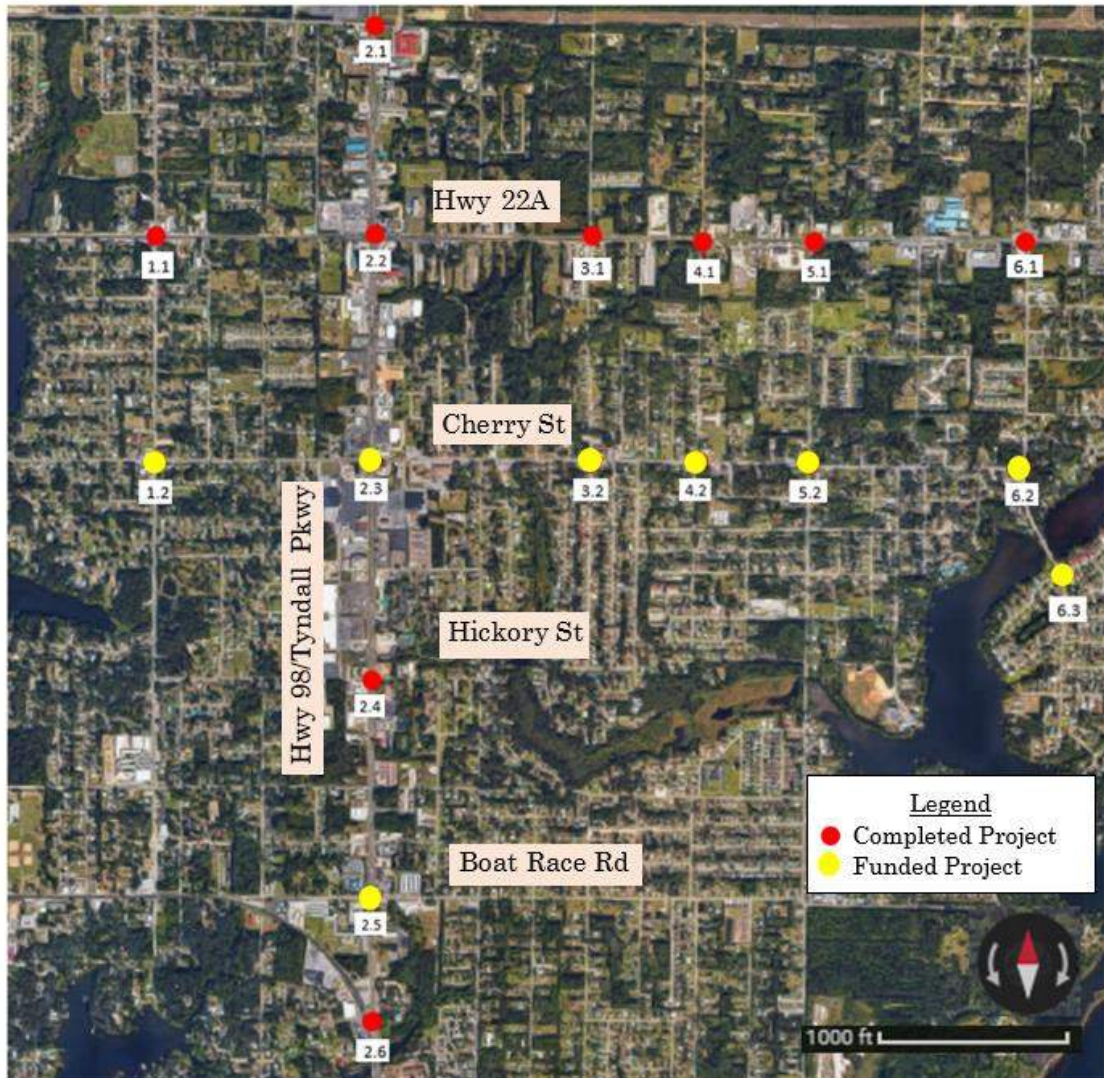
## **Part I: Annual ADA Transition Plan Update**

The City of Callaway developed the City's ADA Transition Plan in 2018. The ADA Capital Improvement Plan of the ADA Transition Plan included specified goals for the construction of accessibility improvements, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. Since 2018, the capital improvement projects identified in the ADA Transition Plan have been funded and are either complete, in design phase or under construction.

The following page includes a map and summary of the intersections along major corridors throughout the City that have been evaluated and considered for improvements. Since the ADA Transition Plan was adopted by the City in 2018, the proposed improvements at the intersections have either been completed or are fully funded for design and construction and are currently in the design or construction phase.

*This space is intentionally left blank.*





### **Completed Projects**

- 1.1 HWY 22A/Bob Little Road & HWY 22/Wewa Hwy
- 2.1 HWY 98/Tyndall Parkway & Seventh Street
- 2.2 HWY 98/Tyndall Parkway & HWY 22/Wewa Hwy
- 2.4 HWY 98/Tyndall Parkway & Hickory Street
- 2.6 HWY 98/Tyndall Parkway & Pitts Bayou Road
- 3.1 Kimbrel Avenue & HWY 22/Wewa Hwy
- 4.1 Comet Avenue & HWY 22/Wewa Hwy
- 5.1 Berthe Avenue & HWY 22/Wewa Hwy
- 6.1 Start Avenue & HWY 22/Wewa Hwy

### **Funded Projects**

- 1.2 HWY 22A/Bob Little Road & Cherry Street
- 1.3 HWY 98/Tyndall Parkway & Cherry Street
- 2.5 HWY 98/Tyndall Parkway & Boat Race Road
- 3.2 Kimbrel Avenue & Cherry Street
- 4.2 Comet Avenue & Cherry Street
- 5.2 Berthe Avenue & Cherry Street
- 6.2 Star Avenue & Cherry Street
- 6.3 Star Avenue & Yellow Bluff Road\*

\*Project is currently unfunded, but has been applied for TAP grant funding.

## **Capital Improvement Projects Description**

The following pages describes the ADA capital improvement projects identified within the ADA Capital Improvement Plan, categorized by completed and funded projects. For completed projects, a description of the implemented improvements is provided. For the funded projects, the intersection has been included in a TAP grant funded project and the proposed improvements and current status are provided.

### **Completed Projects**

#### **1.1 Bob Little Road/Hwy 22A and SR 22/Wewa Hwy**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west side of Bob Little Road/Hwy 22A, north of the intersection
- Sidewalk on the east side of Bob Little Road/Hwy 22A, north and south of the intersection
- Sidewalk on the north side of SR 22/Wewa Hwy, west and east of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.1 US 98/Tyndall Pkwy & Seventh Street**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west and east side of US 98/Tyndall Parkway, south of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.2 US 98/Tyndall Pkwy & SR 22/Wewa Highway**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Detectable warnings on all pedestrian ramps of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on both sides of US 98/Tyndall Pkwy, north and south of the intersection



**Existing (2018)**



**Existing (2021)**



## **2.4 US 98 / Tyndall Pkwy & Hickory Street**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk reconstruction on the east side of US 98/Tyndall Pkwy north of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.6 US 98 / Tyndall Pkwy & Pitts Bayou Road**

Existing conditions include:

- ADA compliant pedestrian ramps and high visibility crosswalk markings to cross west-east
- Sidewalk along both sides of US 98/Tyndall Pkwy, south and north of the intersection



## **3.1 Kimbrel Avenue & SR 22/Wewa Highway**

Existing Conditions include:

- Sidewalk at the NE and NW corners of the intersection
- Sidewalk exists along the north side of SR 22/ Wewa Highway, west and east of the intersection



#### **4.1 Comet Avenue & SR22 / Wewa Hwy**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Crosswalk markings on north leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west and east of the intersection



**Existing (2018)**



**Existing (2021)**

#### **5.1 Berthe Avenue & SR22 / Wewa Highway**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Detectable warnings on existing pedestrian ramps
- High visibility crosswalk markings on the north, east, and south leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west of the intersection



**Existing (2018)**



**Existing (2021)**

## **6.1 Star Avenue & SR 22/Wewa Highway**

Existing conditions include:

- ADA compliant pedestrian ramps at all four corners of the intersection

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the west side of Star Avenue, south of the intersection



**Existing (2018)**



**Existing (2021)**

### **Funded Projects**

#### **1.2 Bob Little Road/Hwy 22A & Cherry Street**

Proposed improvements include:

- New pedestrian ramps at the intersection
- High visibility crosswalks at the intersection
- Drainage inlets at the intersection
- 6' sidewalk along the north side of Cherry Street

**Project Name:** West Cherry Street Sidewalk  
FPID #438106-2

**Status:** The design and construction of the project was approved in 2021 for TAP grant funding. Construction is programmed for FY25.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the east side of Bob Little Road/Hwy 22A, north of the intersection



**Existing (2018)**



**Existing (2021)**



### 2.3 US 98 /Tyndall Pkwy & Cherry Street

Proposed improvements include:

- Pedestrian ramps at the eastern corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing (2018)**



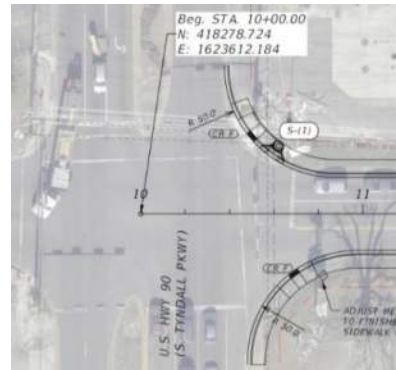
**Existing (2021)**

Proposed improvements include:

- Pedestrian ramps at the NW and SW corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along the north side of Cherry Street

**Project Name:** West Cherry Street Sidewalk

**Current Project Status:** The design and construction of the project was approved in 2021 for TAP grant funding.



**Proposed**

## 2.5 US 98 / Tyndall Pkwy & Boat Race Road

Proposed improvements include:

- 8' Multi-Use path along the south side of Boat Race Road

**Project Name:** Boat Race Road Multi-Use Trail  
FPID #442256-1

**Current Project Status:** Design is completed and construction is anticipated to begin in 2021 and be completed in Summer 2022.



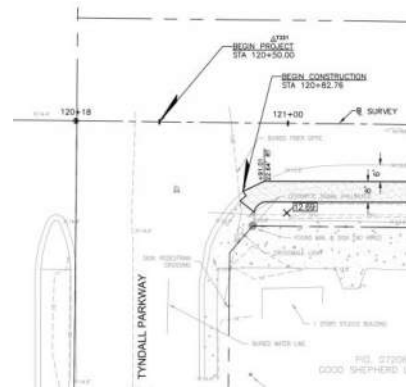
**Existing (2018)**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings at all legs of the intersection



**Existing (2021)**



**Proposed**

### 3.2 Kimbrel Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps at all four corners of the intersection
- New crosswalks on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

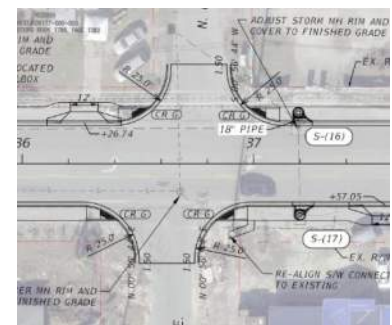
- Sidewalk along the west side of S Kimbrel Avenue, south of the intersection



**Existing (2018)**



**Existing (2021)**



**Proposed**



#### 4.2 Comet Avenue & Cherry Street

Proposed improvements include:

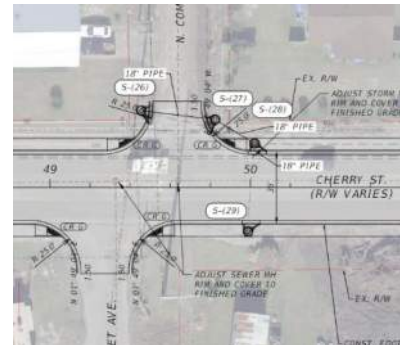
- ADA compliant pedestrian ramps on all four corners of the intersection
- New crosswalk markings on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing**



**Proposed**

#### 5.2 Berthe Avenue & Cherry Street

Proposed improvements include:

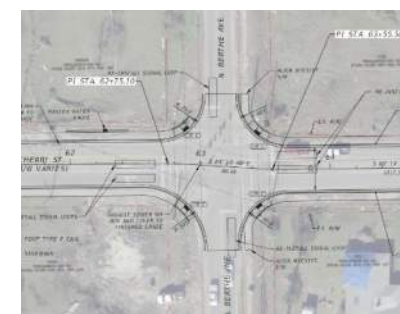
- Pedestrian ramps at all four corners of the intersection
- High visibility crosswalk markings at the intersection
- 6' sidewalk along both sides of Cherry Street
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing**



**Proposed**

## 6.2 Star Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- New crosswalk on Star Avenue at the intersection
- Resurfacing along Cherry Street

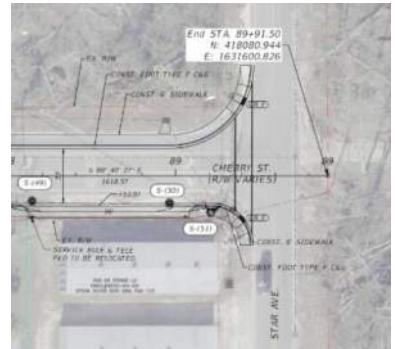
**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)

FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing**



**Proposed**

## 6.3 Star Avenue & Yellow Bluff Road

Proposed improvements include:

- ADA compliant pedestrian ramps at all four corners of the intersection
- Sidewalk along the south side of Yellow Bluff Road

**Project Name:** Yellow Bluff Road Sidewalk

**Current Project Status:** Applied for TAP grant funding in the 2021 cycle.



## **Part II: ADA Transition Plan**

### **Section 1: Executive Summary**

#### **Introduction**

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Callaway. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

This ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

This ADA Transition Plan covers the City of Callaway in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, walkways, sidewalks with curb ramps at intersections, pedestrian activity areas and unimproved open spaces.

#### **Public Participation**

The ADA Transition Plan and subsequent updates have been presented to the City Commission meetings and provided opportunities for the public to provide input. Callaway residents were able to submit formal comments about this ADA Transition Plan, either in written form or at the City Commission meeting. A copy of the ADA Transition Plan and updates are posted on the City's website for public review and input. Additionally, the City's capital improvement projects identified in the ADA Transition Plan will be presented at the City Commission meetings during the design phase, construction phase, and/or grant application and will provide opportunity for the public to provide input.



## **ADA Codes and Standards**

State and federal ADA Codes and Standards will be used for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right of way after the final approval of the ADA Transition Plan.

## **Inventory Efforts**

The inventory efforts to survey and document existing conditions of pedestrian facilities within the public rights-of-way will be completed to help identify the capital improvements projects in the City of Callaway's ADA Transition Plan. These data have been used to develop improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements.

## **ADA Capital Improvement Plan**

The ADA Capital Improvement Plan describes the projects necessary to implement the ADA Transition Plan within the public rights-of-way. Types of projects included in the ADA Capital Improvement Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects have been evaluated. These programs include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City's and Transportation Planning Organization (TPO) Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates.

Curb ramps were proposed and have been installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel,

including at mid-block crosswalks. Older non-conforming curb ramps that posed potential hazards to wheelchair users were proposed to be repaired, upgraded or replaced. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection have been evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

### **Monitoring and Status Reporting**

The City is currently engaged in an on-going effort to construct sidewalk facilities at several major corridors. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design and construct curb ramps, and related improvements, are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements has been vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

## **Section 2: Introduction and Administrative Information**

### **Section 2.1: Introduction to the ADA**

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

#### **Title I: Employment**

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

#### **Title II: Public Services**

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non- discrimination policies described in Title II.

#### **Title III: Public Accommodations**

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

#### **Title IV: Telecommunications**

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.



## **Title V: Miscellaneous Provisions**

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. In the ADA, the term disability means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such an impairment; or
3. Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team and are incorporated by reference as part of this ADA Transition Plan.

### **Section 2.2: City of Callaway ADA Responsibilities**

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to

avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an “action requiring significant difficulty or expense” when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-way, that designated person is Janice Peters. All questions must be in writing and can be sent to Janice Peters by mail at 6603 E. Hwy 22, Callaway, FL 32404 or by email at [jpeters@cityofcallaway.com](mailto:jpeters@cityofcallaway.com). No verbal questions will be addressed.

### **Section 2.3: ADA Transition Plan Requirements**

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City’s jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other

sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the Florida Department of Transportation (FDOT) access regulations also must be applied. Therefore, for this ADA Transition Plan, each facility or site area will be evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or the FDOT requirements.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

#### **Section 2.4: Description of Program Accessibility**

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in



keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self-evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built-environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

## **Section 3: ADA Transition Plan Oversight Committee**

### **Introduction**

A key to ensuring timely and effective implementation of the City's ADA Transition Plan is coordination among the various departments involved in this effort. To this end, an ADA Transition Plan Oversight Committee shall be established. The Public Works Department and Planning Department staff serve as the City of Callaway's Oversight Committee.

Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. By presenting to the Callaway City Council on the ADA Transition Plan updates and all phases of the capital improvement project, the Committee reports to the City Council on a consistent basis on the status of ADA and accessibility improvements to the public right-of-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. Phases of the capital improvement projects that are presented to the Callaway City Council include the following and the results are reported to the City Commission:

- Grant Application Submittal
- Design Contract Review and Approval
- Construction Bid Review and Approval

The Oversight Committee should also evaluate the need for additional funding and look for new funding opportunities. Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

#### **(1) Curbs and Curb Ramps Evaluation**

The Oversight Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City's current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access.

#### **(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation**

The Oversight Committee should review the monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility.

The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in

accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

### **(3) Accessible Pedestrian Signals Evaluation**

The Oversight Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

### **(4) Tactile Guide Strips Evaluation**

The Oversight Committee should oversee the needs for tactile guide strip installation and should recommend revisions/modifications to the policy.

### **(5) Private Developers' Improvements Evaluation**

In areas nearby the ADA Transition Plan's Capital Improvement Projects, the Oversight Committee should obtain from the City's Planning Department proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Planning Department, identify planned private projects, both residential and commercial where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if the City preserves the option to do future improvements such as installing sidewalks.

## **Section 4: Inventory Methodology and Findings**

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Callaway. These data are used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Callaway, and to assure compliance with all federal, state, and local regulations and standards.

### **Section 4.1: ADA Data Collection Items**

For detailed measurements at or near intersections, the survey team will collect and analyze the following data:

**Crosswalks:** Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guides trips, presence of islands and disabled access.

**Curb Ramps:** Whether existing curb ramp(s) are present at any of the corners within the intersection.

**Directional Corner of Intersection:** NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

**Intersection Geometry:** Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

**Islands:** If present, then presence of curb ramps and push buttons.

**Obstructions and Obstacles:** The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

**Pedestrian Signals:** Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are “at curb,” “on landing,” “on ramp slope – arm length” and “on ramp slope – not arm length.” Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.



**Sidewalk Present:** Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

**Tactile Guide strips:** Whether tactile guides trips are present at any crosswalk. If present, the location, height, width and color of the tactile guides trips.

**Traffic Control:** Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

**Transit Stop Type:** The parameters of the transit stop type are none, light rail, bus and other.

**Curb Type:** Whether a curb is present, and if present, the type (vertical or rolled).

**Flush Corner:** If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

**Car Obstruction:** Curb ramp not located so that it could be obstructed by parked vehicle.

**Common Landing:** Dimensions of any common landing for two curb ramps.

**Curb Ramp Type:** A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

**Detectable Warnings/Truncated Domes:** Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

**Grooved Border:** Whether a 12-inch grooved border around all sides is present and its width.

**Gutter Slope:** Slope in percent of the gutter or street transition.

**Lip:** Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

**Location in Crosswalk:** Curb ramp wholly contained in marked crosswalk, if applicable.

**Main Slope:** Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

**Main Cross Slope:** Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

**Side Slope(s):** Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

**Slip-resistant Surface:** Whether the surface is slip-resistant.

**Street the curb ramp is facing,** or if facing the intersection (diagonal).

**Top Landing Depth:** Whether a 48-inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

**Transition Slope:** Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

**Width:** Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

## **Section 5: ADA Capital Improvement Plan**

### **Section 5.1: Introduction**

The ADA Capital Improvement Plan is a last step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Callaway public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five-year Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

The ADA Capital Improvement Plan includes a list of potential project locations and items of work, which will be further reviewed by the City during the design phase of the projects. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements, will continue.

### **Section 5.2: Extent of Required ADA Work**

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Callaway, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and

the ADA Prioritized Capital Improvement Plan. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

- 1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new
- 3) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.



- 4) Islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 5) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not
- 6) existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 7) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.
- 8) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.
- 9) One or more new single curb ramps where other curb ramps at the intersection are complying.
- 10) Renovation of existing curb ramp to remove hazardous conditions.
- 11) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).
- 12) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).
- 13) Miscellaneous sidewalk or walkway repair or replacement.
- 14) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).
- 15) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).
- 16) Roadway widening, or installation of required asphalt conforms for accessible pedestrian access routes.

- 17) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).
- 18) Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

### **Section 5.3: Types of Projects and Funding Sources**

There are several existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Improvement Plan. These programs are described in this section.

#### **On-Going Capital Improvement Programs**

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

- Curb, Gutter and Sidewalk Maintenance
- Sidewalk Improvement Projects
- TPO Elderly and Disabled Accessibility Projects
- Pavement Maintenance Program (Street Overlay Projects)
- FDOT Construction Projects
- Private Developer Construction Projects adjacent to the City Right-of-Way

### **Section 5.4: Specific Funding Programs and Projects**

To the maximum extent possible, existing and prospective funding programs and sources were used to implement the ADA Capital Improvement Projects. These projects were funded either as standalone projects or as a minor component of a transportation improvement project. Potential programs and sources included the following:

#### **1) Funding Programs**

- Current ½ Cent Sales Tax Program
- Development Fee Program
- State Funding Programs
- STIP- State Transportation Improvement Program
- SR2S- Safe Routes to School Program
- TCRP- Traffic Congestion Relief Program
- Federal Funding
- CMAQ- Congestion Mitigation and Air Quality Program
- HBRR- Highway Bridge Replacement & Rehabilitation Program

- HES- Hazard Elimination & Safety Program  
RSTP- Regional Surface Transportation  
Program TEA- Transportation Enhancement  
Activities

## **2) Specific City Construction Projects**

### **Section 5.5: Description of ADA Capital Improvement Plan**

The ADA Capital Improvement Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should consider all the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Improvement Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Callaway into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis.

### **Section 6: Monitoring and Status Reporting**

The City is currently engaged in an on-going effort to construct sidewalks, street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of- way. While it is important to assure that codes and standards used to design, and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

### **Section 7: ADA Transition Plan Capital Improvement Projects**

There are currently two capital improvement projects identified:

- Lake Drive Sidewalk, and
- S Berthe Avenue Multi-Use Path

The Lake Drive sidewalk. includes the construction of a 6' buffered concrete ADA compliant sidewalk on the north side of Lake Drive from US 98/Tyndall Parkway to S Berthe Avenue. The sidewalk construction will be approximately one mile, and include associated drainage improvements, detectable warning areas, driveways and pedestrian ramps. The new sidewalk adds necessary connectivity to the pedestrian corridor and S Berthe Avenue currently underway.

The S Berthe Avenue multi-use path will include the reconstruction of the existing 5' deteriorated concrete sidewalk on the east side of S Berthe Avenue from Boat Race Road to Cherry Street. The existing sidewalk will be reconstructed to an 8' concrete ADA compliant multi-use path, approximately one mile, with associated drainage improvements, detectable warning areas, driveways and pedestrian ramps.

Both projects provide connection to TAP funded pedestrian projects on Cherry Street, Boat Race Road, and S Berthe Avenue currently underway.

### **Section 7.1: ADA Capital Improvement Cost Estimate**

The city is pursuing funding assistance from state and federal funding to construct the Lake Drive Sidewalk and S Berthe Avenue Multi-Use Path. The total estimated cost for the Lake Drive Sidewalk project is approximately \$1.14 million and for S Berthe Avenue Multiuse Path is approximately \$1.62 million.

The S Berthe Avenue project will be implemented in two phases, Phase 1 will be from Cherry Street to the S Berthe Avenue Bridge, approximately .50 miles, and is estimated to be \$812,000. Phase 2 will be from the S Berthe Avenue Bridge to Boat Race Road, approximately .50 miles, and is estimated to be \$812,000. The new multi-use path would complete an ADA compliant pedestrian corridor.



## Attachment I: SCORING EVALUATION

<b>Project Information</b>			
<b>County:</b>	Bay County	<b>Applicant Initial Score</b>	72
<b>Project Title:</b>	South Gay Avenue Sidewalk Project		
<b>Project Sponsor:</b>	City of Callaway		
<b>Requested Funding:</b>	\$1,506,635		
<b>Requested Phases:</b>	Design, Construction, and CEI		
<b>Qualifying Activity:</b>	Design, Construction, and CEI of facilities for bike/ped infrastructure-related projects		
<b>Scope of Work:</b>	Design and Construction of a 6' buffered concrete ADA compliant sidewalk on the east side of South Gay Avenue from Boat Race Road to Cherry Street, approximately one mile, and associated drainage improvements, detectable warning areas, driveways and pedestrian ramps.		
<b>Road Name:</b>	South Gay Avenue	<b>Project Begin:</b>	Boat Race Road
<b>Roadway ID:</b>		<b>Project End:</b>	Cherry Street
<b>Applicant Primary Contact:</b>	Ed Cook, City Manager 850-871-6000 or citymanager@cityofcallaway.com		
<b>Applicant Alternative Contact:</b>			

<b>Application Information</b>	<b>Included?</b>	<b>Notes</b>
1. Completed application with Priority Number	N/A	Priority number to be included if advanced by TPO
2. Signed, update-to-date Adopted Resolutions of support	Yes	
3. 8.5 x 11 Location Map with Limits	Yes	
4. 8.5 x 11 Typical Section (Existing and Proposed)	No	
5. R/W Ownership Information	Yes	Located in City of Callaway R/W
6. R/ W details (widths)	No	
7. Cost estimate signed by PE	No	
8. Compliance documentation (comp plan, bike plan, etc)	Yes	
9. Public letters of support	Yes	50
10. Application deadline to TPO (1/17/25)	Yes	

<b>Supplemental Information</b>	<b>Included?</b>	<b>Notes</b>
1. Supplemental data for scoring	Yes	
2. AADT	Yes	.
3. References to planning documents must include the document title.	Yes	
4. When asked to provide a brief description of a claimed criterion, please limit the description to one short paragraph.	No	
5. If a claimed criterion is mapped, please note that it is mapped in the Criterion Category.	No	

<b>Eligibility Determination</b>	<b>Yes / No?</b>	<b>Notes</b>
<b>Eligible Project Sponsor<sup>1</sup></b>	Yes	LAP Certified
<b>All Information Above Included</b>	Yes	
<b>Verify No Right of Way Acquisition</b>	Yes	

<sup>1</sup> <https://www.fdot.gov/programmanagement/LAP/Certified.shtm>

## Transportation Alternatives Project Application Review Checklist

Only Eligible Items in TA Funding	Yes	
Outstanding Issues?	No	

<b>ECRC Evaluation and Cross-Check</b>					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
1	<b>Safety</b>	<b>25</b>	<b>12</b>		
	<b>Crash Data for Project</b> - Scored crashes are car accidents that involve pedestrians and/or cyclists <b>(select one)</b>				
	Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	1		
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from the past 5 years	2			
	High crash corridor = > 10 pedestrian/cyclist incidents from the past 5 years	3			
	<b>Project is Designed to Avoid Moderate and High Crash Corridors</b> The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. <b>(select one)</b>				
	Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2			
	High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3			
	<b>Safety Issue - Provide brief descriptions for each claimed criterion</b>				
	Posted speed limit over 30 mph in project area	1	0		
	Improves mobility for disabled, elderly or youth populations - <i>(Please provide an address and note location on map for the affected facility)</i>	1	1		
	Improves access to areas within or adjacent to an area/zone with 50% of households below	1	0		

## Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
	poverty rate- as identified by the Census				
	Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	0		
	Reduces traffic volume in tourist / commercial areas	1	1		
	<b>Reduce Human Exposure</b> – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.				
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	1		
	A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1		
	<b>Vehicle Traffic (select one)</b>				
	40,001+	12			
	35,001-40,000	11			
	30,001 to 35,000	10			
	25,001-30,000	9			
	20,001-25,000	8			
	15,001-20,000	7	7		US 98 AADT 19,900
	10,001-15,000	6			
	5,001-10,000	5			
	4,001-5,000	4			
	3,001-4,000	3			
	2,001 – 3,000	2			
	Less than 2,000	1			



## Transportation Alternatives Project Application Review Checklist

ECRC Evaluation and Cross-Check						
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes	
<b>2</b>	<b>Connectivity</b>	<b>15</b>	<b>13</b>			
	<b>General Connectivity</b>					
	Improves access to commercial areas	<b>1</b>	1			
	Improves access to parks and recreational areas	<b>3</b>	3			
	Provides pedestrian/bicycle facilities where none exist	<b>3</b>	3			
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	<b>1</b>	1			
	Fills a documented gap in an existing transportation network	<b>2</b>	2			
	Demonstrates joint multi-jurisdictional partnership	<b>2</b>	0			
	<b>Transit Connectivity (select one)</b>					
	Connects to existing bike/ped facility & does not connect to a transit stop	<b>1</b>				
	Connects to existing bike/ped facility & <1/2 mile from transit stop	<b>2</b>				
	Connects to existing bike/ped facility & <1/4 mile from transit stop	<b>3</b>	3			
<b>3</b>	<b>Proximity to Population Served</b>	<b>10</b>	<b>10</b>			
	High Interest	<b>5</b>	5			
	Moderate Interest	<b>3</b>	3			
	Low Interest	<b>2</b>	2			

## Transportation Alternatives Project Application Review Checklist

<b>ECRC Evaluation and Cross-Check</b>						
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes	
4	<b>Public Support</b>	<b>15</b>	<b>15</b>			
	Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) <b>within past 3 years</b>	<b>10</b>				
	Letter of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source) <b>within past 3 years</b>	<b>15</b>	15			
5	<b>Proximity to School</b>	<b>15</b>	<b>15</b>			
	Project > 2 Mile from a school	<b>0</b>				
	Project within 1-2 mile of a school	<b>10</b>				
	Project within 1 mile of a school	<b>15</b>	15			
6	<b>Design Amenities</b>	<b>10</b>	<b>7</b>			
	Addresses both walking and biking	<b>2</b>	2			
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	<b>2</b>	2			
	Provides bike parking or seating for pedestrians	<b>1</b>	0			
	Provides trailheads, staging areas and parking	<b>1</b>	0			
	Provides desirable amenities such as fitness stations, public art, pedestrian scale	<b>1</b>	0			

## Transportation Alternatives Project Application Review Checklist

<b>ECRC Evaluation and Cross-Check</b>					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
	lighting, unique way finding, repair stands, etc.				
	Prior Phases of this project are under construction or have been completed.	1	1		
	All Right of Way has been secured or none is needed	2	2		
<b>7</b>	<b>Env / Archy / Historic</b>	<b>5</b>	<b>0</b>		
	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials <b>or</b> other green technologies and LEED standards	1	0		
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users or includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to avoid, minimize or mitigate impacts	1	0		
	Relieves a threat to an existing historic resource; or historic	1	0		

## Transportation Alternatives Project Application Review Checklist

<b>ECRC Evaluation and Cross-Check</b>						
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes	
	preservation and rehabilitation of historic transportation facilities or removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising					
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities <b>or</b> removes existing visual blighting influence; <b>or</b> substantially enhances visual environment; inventory, control, or removal of outdoor advertising.	1	0			
	Project enhances access to an existing or planned activity center or includes community partnership between governmental and non-governmental organizations. (Planned activity centers must be defined in a Capital Improvement Plan or similar document that shows construction beginning in 5 years.)	1	0			
8	<b>Age of Project</b>	5	0			
	1 pt/yr cap @ 5 yrs	1-5	0			0



## Transportation Alternatives Project Application Review Checklist

<b>ECRC Evaluation and Cross-Check</b>					
#	Category	Max Possible Score	Applicant Initial Score	ECRC Revised Score	Notes
	<b>Points Possible</b>	<b>100</b>	<b>72</b>		

## Attachment D: DETAILED COST ESTIMATE

**CITY OF CALLAWAY TAP GRANT APPLICATION**  
**SOUTH GAY AVENUE SIDEWALK**  
**BOAT RACE ROAD TO CHERRY STREET**

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
1	MOBILIZATION (10%)	1	LS	\$92,400.00	\$92,400.00
2	TRAFFIC CONTROL (10%)	1	LS	\$83,600.00	\$83,600.00
3	CLEARING AND GRUBBING (INCLUDING BUT NOT LIMITED TO ALL ASPHALT, TREES, PIPES, STRUCTURES, CURB, FENCE, ETC)	1	LS	\$20,000.00	\$20,000.00
4	REGULAR EXCAVATION	1,000	CY	\$27.50	\$31,625.00
5	ENBANKMENT	950	CY	\$24.20	\$26,438.50
6	TYPE C INLET	5	EA	\$5,830.00	\$33,522.50
7	PIPE CULVERT, OPT MATERIAL (18 IN)	800	LF	\$181.50	\$166,980.00
8	CONJUNCTION INLET BOX	1	LS	\$20,000.00	\$20,000.00
9	CONCRETE SIDEWALK (4 IN)	3,550	SY	\$74.41	\$303,778.83
10	DETECTABLE WARNING	144	SF	\$47.30	\$7,832.88
11	PERFORMANCE TURF, SOD	3,000	SY	\$5.94	\$20,493.00
12	SIGNAGE AND STRIPING (1%)	1	LS	\$8,360.00	\$9,614.00
CONSTRUCTION TOTAL:					\$816,300.00
ENGINEERING DESIGN/FINAL PLANS COST (APPROX. 15% OF CONSTRUCTION COST):					\$ 122,445.00
SURVEY (APPROX. 5% OF CONSTRUCTION COST):					\$ 40,815.00
GEOTECHNICAL SERVICES					\$ 23,000.00
TOTAL DESIGN COST:					\$ 186,260.00
CONSTRUCTION ENGINEERING AND INSPECTION (180 DAYS CONSTRUCTION TIME):					\$300,000.00
TOTAL CE&I:					\$300,000.00
CONTINGENCY (APPROX. 25% OF CONSTRUCTION COST):					\$204,075.00
TOTAL PROJECT ESTIMATE					<b>\$1,506,635.00</b>

**COST ESTIMATE**

## Attachment A: CERTIFICATION OF IMPLEMENTING AGENCY SUPPORT (RESOLUTION)



**RESOLUTION NO. 25-03**

**A RESOLUTION BY THE CITY OF CALLAWAY, FLORIDA TO  
SUPPORT CONSTRUCTION OF SIDEWALK ON THE EAST  
SIDE OF SOUTH GAY AVENUE FROM CHERRY STREET TO  
BOAT RACE ROAD WITH TRANSPORTATION  
ALTERNATIVE PROGRAM FUNDING; AND PROVIDING FOR  
AN EFFECTIVE DATE.**

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of the City of Callaway, Florida that they continue to support the construction of a sidewalk on the East Side of South Gay Avenue

**PASSED, APPROVED AND DULY ADOPTED** by the City Commission of the City of Callaway, Florida, meeting in regular session this 14<sup>th</sup> day of January, 2025.

CITY OF CALLAWAY, FLORIDA

By: Pam Henderson  
Pam Henderson, Mayor

Attest: Ashley Robyck  
Ashley Robyck, City Clerk

APPROVED AS TO FORM FOR THE  
CITY OF CALLAWAY ONLY:

Kevin D. Obos  
Kevin D. Obos, City Attorney

VOTE OF COMMISSION:

Ayers	<u>yes</u>
Davis	<u>yes</u>
Griggs	<u>yes</u>
Henderson	<u>yes</u>
Pelletier	<u>yes</u>

## Attachment C: LOCATION MAP



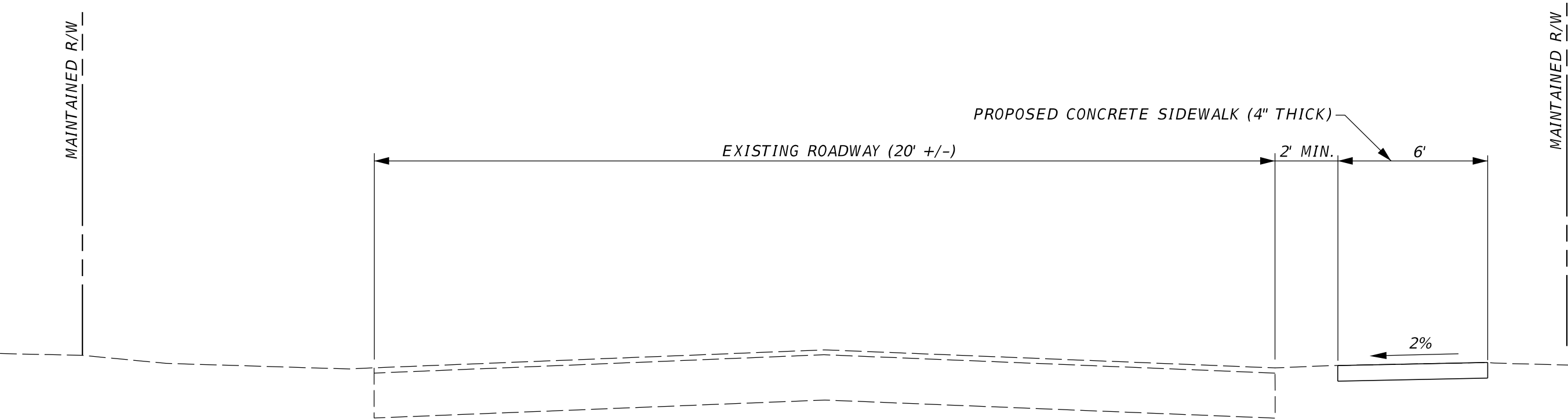
CITY OF CALLAWAY TAP GRANT APPLICATION  
SOUTH GAY AVENUE SIDEWALK PROJECT  
BOAT RACE ROAD TO CHERRY STREET



LOCATION MAP

## Attachment E: TYPICAL SECTION

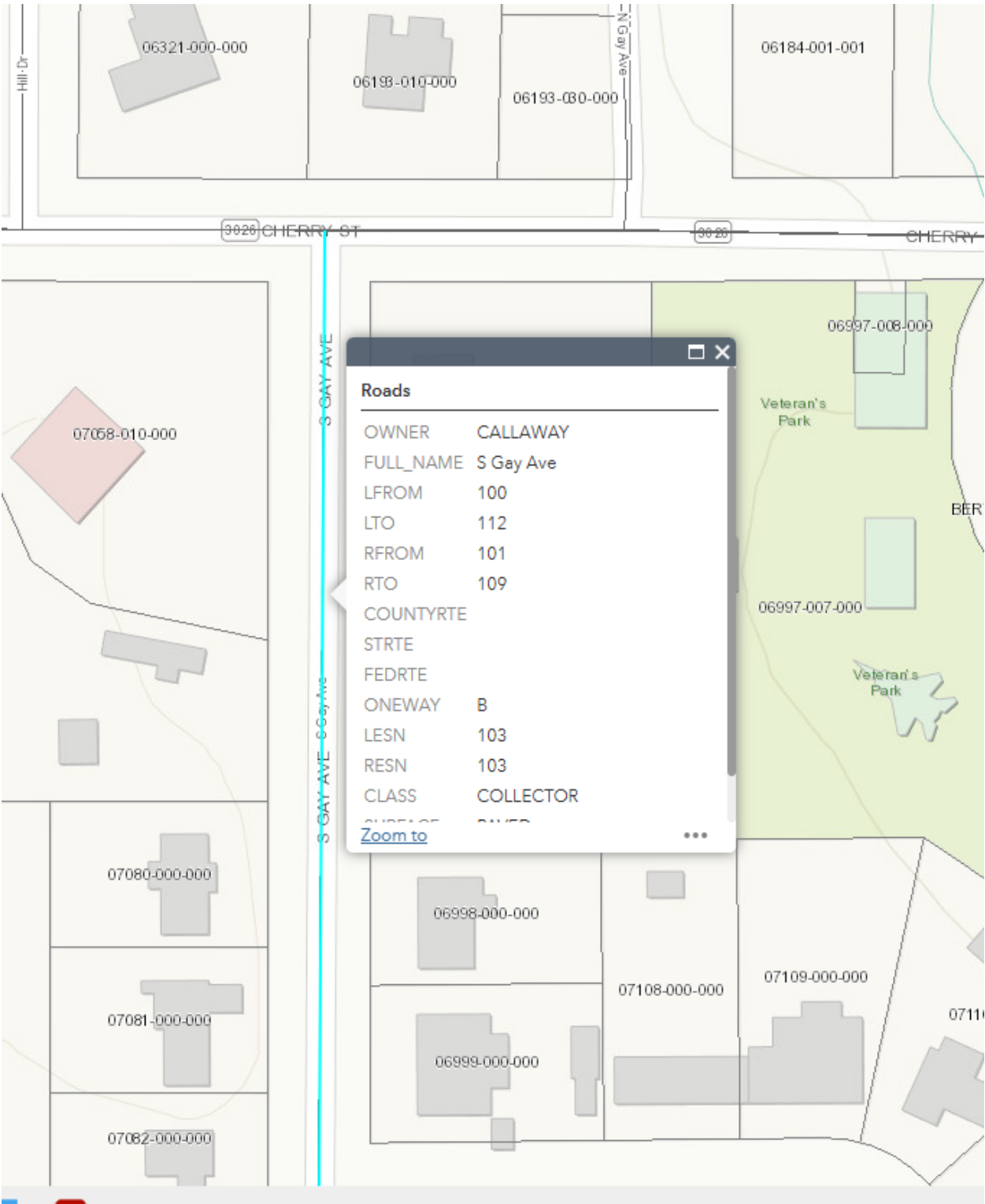




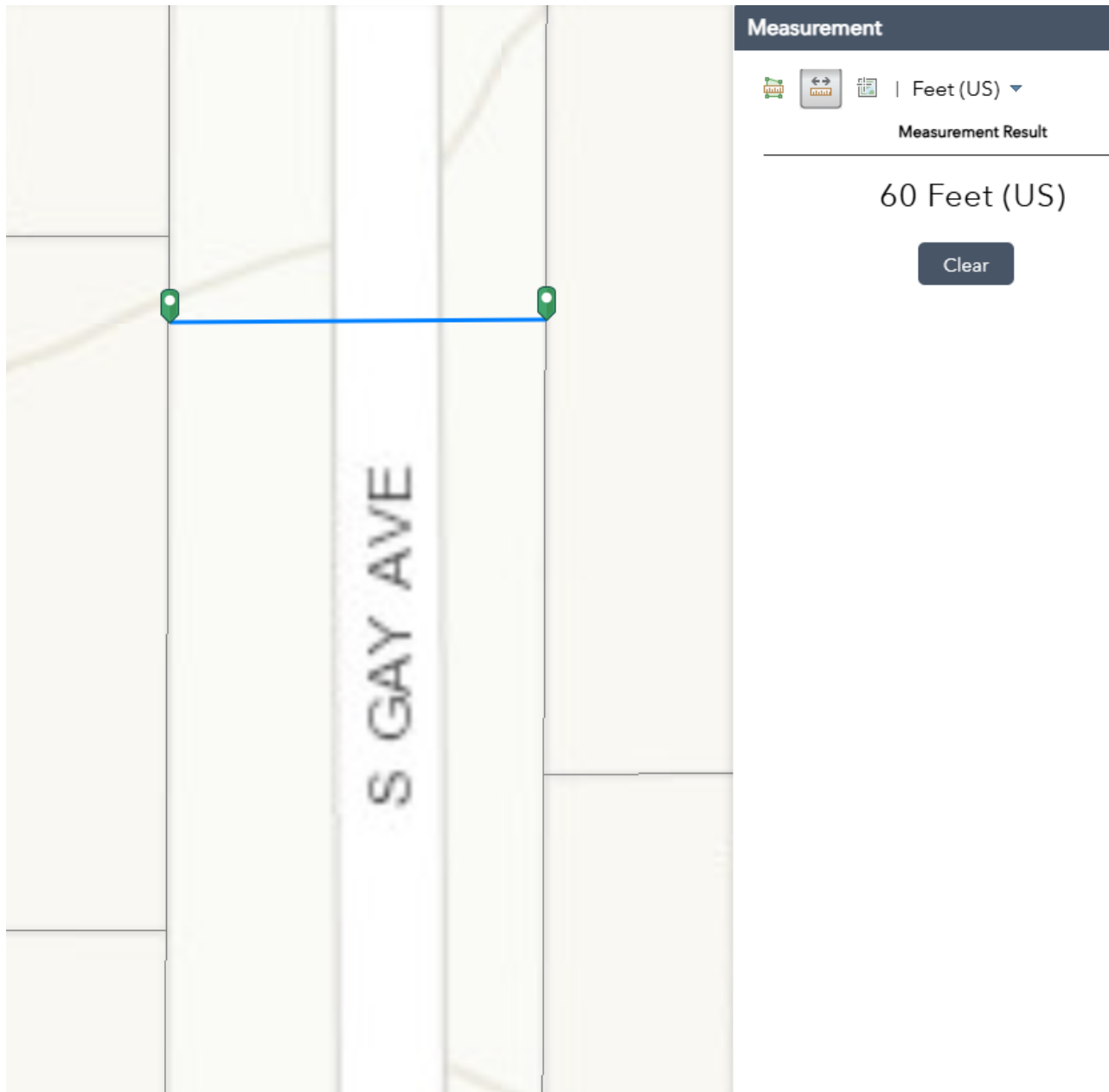
SOUTH GAY AVENUE TYPICAL SECTION  
NOT TO SCALE

REVISIONS				136 of 236	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						BAY			

# Callaway Road Ownership



Project Right of Way (ROW): 60 Feet



# Attachment H: CITY OF CALLAWAY ADA TRANSITION PLAN



# Americans with Disabilities Act Transition Plan



**6601 East Highway 22  
Callaway, Florida 32404**

**City of Callaway  
Florida**

**12/31/2022**

## Table of Contents

### Contents

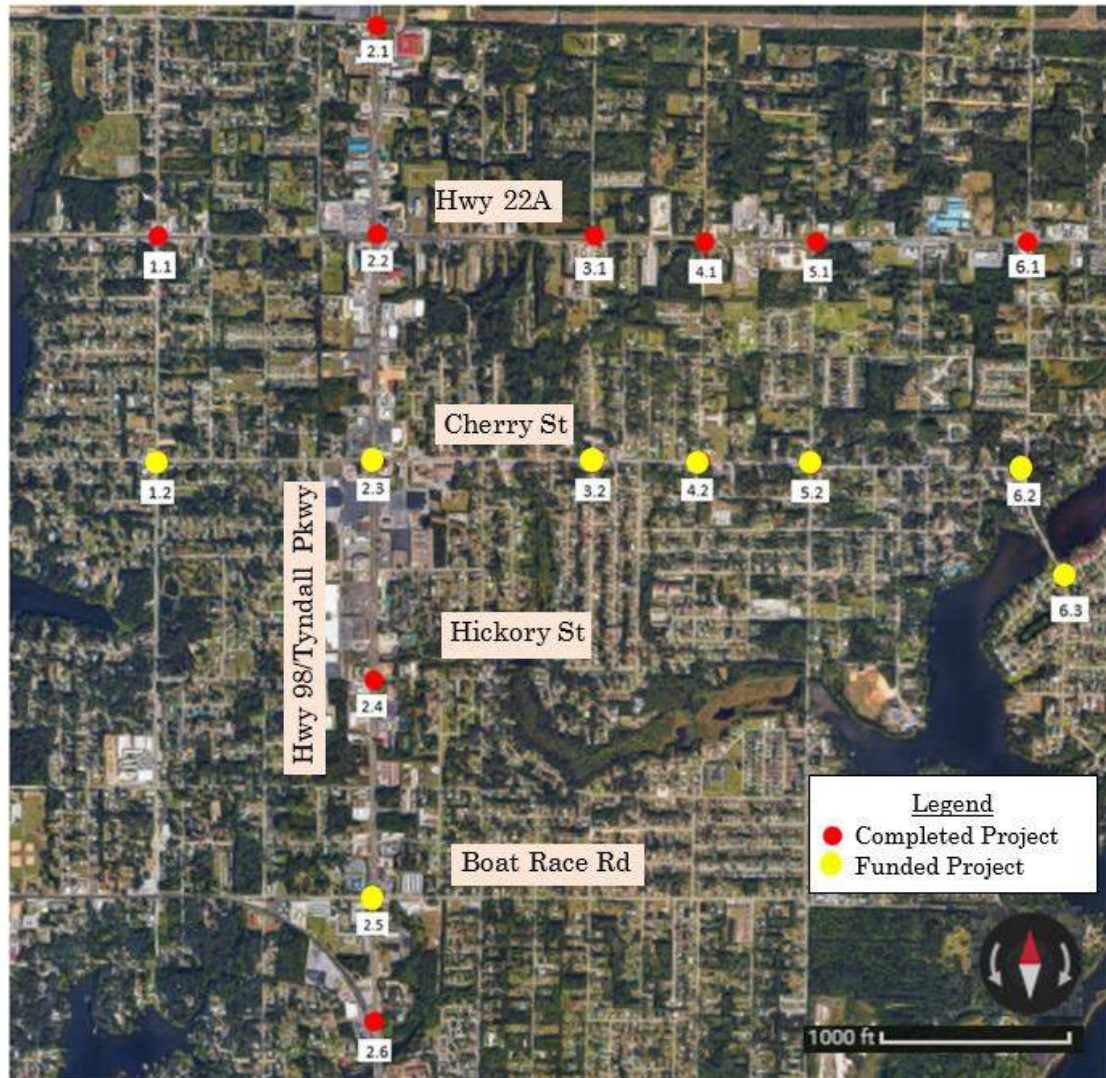
Part I: Annual ADA Transition Plan Update .....	1
Part II: ADA Transition Plan .....	13
Section 1: Executive Summary .....	13
Section 2: Introduction and Administrative Information.....	16
Section 3: ADA Transition Plan Oversight Committee .....	21
Section 4: Inventory Methodology and Findings .....	23
Section 5: ADA Capital Improvement Plan .....	26
Section 6: Monitoring and Status Reporting.....	30
Section 7: ADA Transition Plan Capital Improvement Projects.....	30

## **Part I: Annual ADA Transition Plan Update**

The City of Callaway developed the City's ADA Transition Plan in 2018. The ADA Capital Improvement Plan of the ADA Transition Plan included specified goals for the construction of accessibility improvements, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. Since 2018, the capital improvement projects identified in the ADA Transition Plan have been funded and are either complete, in design phase or under construction.

The following page includes a map and summary of the intersections along major corridors throughout the City that have been evaluated and considered for improvements. Since the ADA Transition Plan was adopted by the City in 2018, the proposed improvements at the intersections have either been completed or are fully funded for design and construction and are currently in the design or construction phase.

*This space is intentionally left blank.*



### **Completed Projects**

- 1.1 HWY 22A/Bob Little Road & HWY 22/Wewa Hwy
- 2.1 HWY 98/Tyndall Parkway & Seventh Street
- 2.2 HWY 98/Tyndall Parkway & HWY 22/Wewa Hwy
- 2.4 HWY 98/Tyndall Parkway & Hickory Street
- 2.6 HWY 98/Tyndall Parkway & Pitts Bayou Road
- 3.1 Kimbrel Avenue & HWY 22/Wewa Hwy
- 4.1 Comet Avenue & HWY 22/Wewa Hwy
- 5.1 Berthe Avenue & HWY 22/Wewa Hwy
- 6.1 Start Avenue & HWY 22/Wewa Hwy

### **Funded Projects**

- 1.2 HWY 22A/Bob Little Road & Cherry Street
- 1.3 HWY 98/Tyndall Parkway & Cherry Street
- 2.5 HWY 98/Tyndall Parkway & Boat Race Road
- 3.2 Kimbrel Avenue & Cherry Street
- 4.2 Comet Avenue & Cherry Street
- 5.2 Berthe Avenue & Cherry Street
- 6.2 Star Avenue & Cherry Street
- 6.3 Star Avenue & Yellow Bluff Road\*

\*Project is currently unfunded, but has been applied for TAP grant funding.



## **Capital Improvement Projects Description**

The following pages describes the ADA capital improvement projects identified within the ADA Capital Improvement Plan, categorized by completed and funded projects. For completed projects, a description of the implemented improvements is provided. For the funded projects, the intersection has been included in a TAP grant funded project and the proposed improvements and current status are provided.

### **Completed Projects**

#### **1.1 Bob Little Road/Hwy 22A and SR 22/Wewa Hwy**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west side of Bob Little Road/Hwy 22A, north of the intersection
- Sidewalk on the east side of Bob Little Road/Hwy 22A, north and south of the intersection
- Sidewalk on the north side of SR 22/Wewa Hwy, west and east of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.1 US 98/Tyndall Pkwy & Seventh Street**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on the west and east side of US 98/Tyndall Parkway, south of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.2 US 98/Tyndall Pkwy & SR 22/Wewa Highway**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Detectable warnings on all pedestrian ramps of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk on both sides of US 98/Tyndall Pkwy, north and south of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.4 US 98 / Tyndall Pkwy & Hickory Street**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings on all four legs of the intersection
- Sidewalk reconstruction on the east side of US 98/Tyndall Pkwy north of the intersection



**Existing (2018)**



**Existing (2021)**

## **2.6 US 98 / Tyndall Pkwy & Pitts Bayou Road**

Existing conditions include:

- ADA compliant pedestrian ramps and high visibility crosswalk markings to cross west-east
- Sidewalk along both sides of US 98/Tyndall Pkwy, south and north of the intersection



## **3.1 Kimbrel Avenue & SR 22/Wewa Highway**

Existing Conditions include:

- Sidewalk at the NE and NW corners of the intersection
- Sidewalk exists along the north side of SR 22/ Wewa Highway, west and east of the intersection



#### **4.1 Comet Avenue & SR22 / Wewa Hwy**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Crosswalk markings on north leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west and east of the intersection



**Existing (2018)**



**Existing (2021)**

#### **5.1 Berthe Avenue & SR22 / Wewa Highway**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on the NW and NE corner of the intersection
- Detectable warnings on existing pedestrian ramps
- High visibility crosswalk markings on the north, east, and south leg of the intersection
- Sidewalk along the north side of SR22 / Wewa Hwy, west of the intersection



**Existing (2018)**



**Existing (2021)**



## **6.1 Star Avenue & SR 22/Wewa Highway**

Existing conditions include:

- ADA compliant pedestrian ramps at all four corners of the intersection

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the west side of Star Avenue, south of the intersection



**Existing (2018)**



**Existing (2021)**

### **Funded Projects**

#### **1.2 Bob Little Road/Hwy 22A & Cherry Street**

Proposed improvements include:

- New pedestrian ramps at the intersection
- High visibility crosswalks at the intersection
- Drainage inlets at the intersection
- 6' sidewalk along the north side of Cherry Street

**Project Name:** West Cherry Street Sidewalk  
FPID #438106-2

**Status:** The design and construction of the project was approved in 2021 for TAP grant funding. Construction is programmed for FY25.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- Sidewalk along the east side of Bob Little Road/Hwy 22A, north of the intersection



**Existing (2018)**



**Existing (2021)**

### 2.3 US 98 /Tyndall Pkwy & Cherry Street

Proposed improvements include:

- Pedestrian ramps at the eastern corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing (2018)**



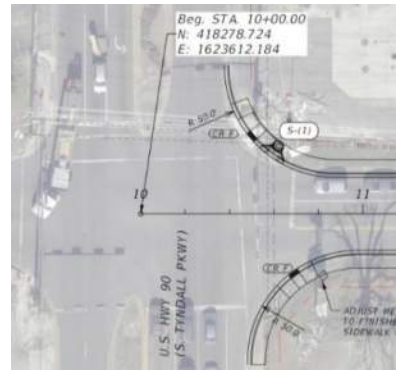
**Existing (2021)**

Proposed improvements include:

- Pedestrian ramps at the NW and SW corners of the intersection
- High visibility crosswalk on the east leg of the intersection
- 6' sidewalk along the north side of Cherry Street

**Project Name:** West Cherry Street Sidewalk

**Current Project Status:** The design and construction of the project was approved in 2021 for TAP grant funding.



**Proposed**

## 2.5 US 98 / Tyndall Pkwy & Boat Race Road

Proposed improvements include:

- 8' Multi-Use path along the south side of Boat Race Road

**Project Name:** Boat Race Road Multi-Use Trail  
FPID #442256-1

**Current Project Status:** Design is completed and construction is anticipated to begin in 2021 and be completed in Summer 2022.



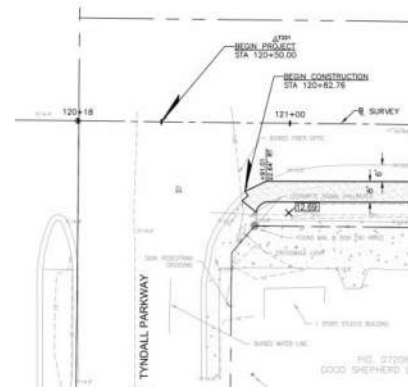
**Existing (2018)**

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

- ADA compliant pedestrian ramps on all four corners of the intersection
- High visibility crosswalk markings at all legs of the intersection



**Existing (2021)**



**Proposed**

### 3.2 Kimbrel Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps at all four corners of the intersection
- New crosswalks on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.

Since the 2018 ADA Transition Plan was developed, the following improvements have been implemented:

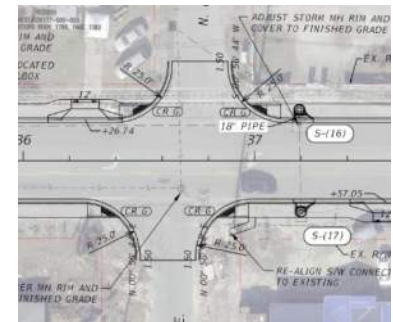
- Sidewalk along the west side of S Kimbrel Avenue, south of the intersection



**Existing (2018)**



**Existing (2021)**



**Proposed**



## 4.2 Comet Avenue & Cherry Street

Proposed improvements include:

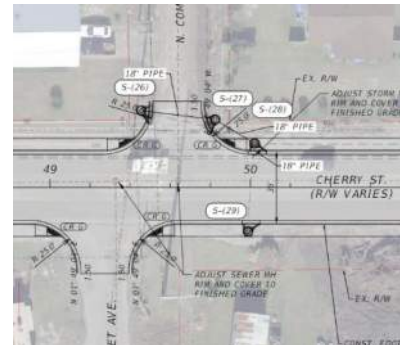
- ADA compliant pedestrian ramps on all four corners of the intersection
- New crosswalk markings on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- Drainage inlets at the intersection
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing**



**Proposed**

## 5.2 Berthe Avenue & Cherry Street

Proposed improvements include:

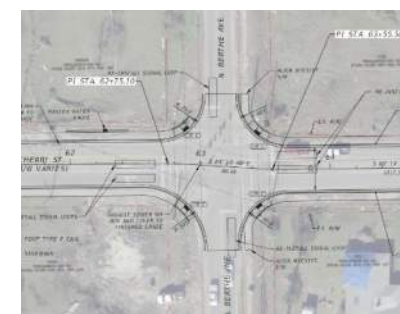
- Pedestrian ramps at all four corners of the intersection
- High visibility crosswalk markings at the intersection
- 6' sidewalk along both sides of Cherry Street
- Resurfacing along Cherry Street

**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)  
FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing**



**Proposed**

## 6.2 Star Avenue & Cherry Street

Proposed improvements include:

- Pedestrian ramps on Cherry Street at the intersection
- 6' sidewalk along both sides of Cherry Street
- New crosswalk on Star Avenue at the intersection
- Resurfacing along Cherry Street

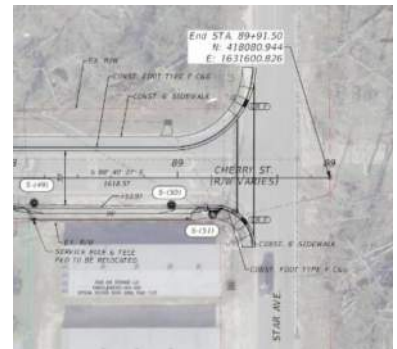
**Project Name:** Cherry Street Resurfacing and Sidewalk (Local and TAP Grant Funded)

FPID #438106-1

**Current Project Status:** Design is completed and construction is programmed for FY24.



**Existing**



**Proposed**

## 6.3 Star Avenue & Yellow Bluff Road

Proposed improvements include:

- ADA compliant pedestrian ramps at all four corners of the intersection
- Sidewalk along the south side of Yellow Bluff Road

**Project Name:** Yellow Bluff Road Sidewalk

**Current Project Status:** Applied for TAP grant funding in the 2021 cycle.



## **Part II: ADA Transition Plan**

### **Section 1: Executive Summary**

#### **Introduction**

The main purpose of the Americans with Disabilities Act (ADA) Transition Plan is to develop policies and practices for implementing physical pedestrian improvements within the public right-of-way of the City of Callaway. The goal is to optimize the pedestrian experience, to provide safe and usable pedestrian facilities for all pedestrians, and to assure compliance with all federal, state and local regulations and standards.

This ADA Transition Plan is intended to represent both the legal and functional goals and objectives of the City to make the existing pedestrian facilities within the City right-of-way accessible and usable for persons with disabilities.

The ADA requires all public agencies to develop an ADA Transition Plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs. The plan must include a schedule for curb ramp installation and for other improvements necessary to achieve programmatic accessibility for persons with disabilities. The main purpose of this ADA Transition Plan is to describe the curb ramp and other pedestrian facility needs in the City, and to outline the recommended procedures for implementing and scheduling remedial work to provide a complying system of curb ramps, pedestrian signals and sidewalks.

This ADA Transition Plan covers the City of Callaway in its entirety. The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, walkways, sidewalks with curb ramps at intersections, pedestrian activity areas and unimproved open spaces.

#### **Public Participation**

The ADA Transition Plan and subsequent updates have been presented to the City Commission meetings and provided opportunities for the public to provide input. Callaway residents were able to submit formal comments about this ADA Transition Plan, either in written form or at the City Commission meeting. A copy of the ADA Transition Plan and updates are posted on the City's website for public review and input. Additionally, the City's capital improvement projects identified in the ADA Transition Plan will be presented at the City Commission meetings during the design phase, construction phase, and/or grant application and will provide opportunity for the public to provide input.

## **ADA Codes and Standards**

State and federal ADA Codes and Standards will be used for all facilities within the public right-of-way. The standards are intended to apply to all construction undertaken within the public right of way after the final approval of the ADA Transition Plan.

## **Inventory Efforts**

The inventory efforts to survey and document existing conditions of pedestrian facilities within the public rights-of-way will be completed to help identify the capital improvements projects in the City of Callaway's ADA Transition Plan. These data have been used to develop improvements to pedestrian facilities and to comply with ADA and State Title 24 requirements.

## **ADA Capital Improvement Plan**

The ADA Capital Improvement Plan describes the projects necessary to implement the ADA Transition Plan within the public rights-of-way. Types of projects included in the ADA Capital Improvement Plan can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident requests.
- Curb ramp, sidewalk and intersection retrofit projects included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects have been evaluated. These programs include on-going capital improvement and maintenance programs as well as specific projects and funding sources allocated in the City's and Transportation Planning Organization (TPO) Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work required at these locations, the plan is intended to serve as a conceptual plan whereby the extent of future projects can be evaluated prior to preparing detailed cost estimates.

Curb ramps were proposed and have been installed at all locations where they are missing and necessary for the full usage of the overall pedestrian path of travel,



including at mid-block crosswalks. Older non-conforming curb ramps that posed potential hazards to wheelchair users were proposed to be repaired, upgraded or replaced. In addition to curb ramp construction and replacement, crosswalks, pedestrian signals and sidewalks serving each selected intersection have been evaluated for compliance with the ADA Codes and Standards and upgraded where necessary.

### **Monitoring and Status Reporting**

The City is currently engaged in an on-going effort to construct sidewalk facilities at several major corridors. This construction activity involves several types of projects, including street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of-way. While it is important to assure that codes and standards used to design and construct curb ramps, and related improvements, are up-to-date, it is equally important that improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements has been vital in assuring an effective overall compliance program.

The ADA Transition Plan details the methods and procedures for monitoring these construction activities and for tracking the status of compliance with the plan at all construction locations within the City.

## **Section 2: Introduction and Administrative Information**

### **Section 2.1: Introduction to the ADA**

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations, transportation and telecommunications. The ADA is companion civil rights legislation with the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

The ADA is divided into five parts, covering the following areas:

#### **Title I: Employment**

Under Title I, employers, including governmental agencies, must ensure that their practices do not discriminate against persons with disabilities in the application, hiring, advancement, training, compensation or discharge of an employee, or in other terms, conditions and rights of employment.

#### **Title II: Public Services**

Title II prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. It is under this Title that this ADA Transition Plan has been prepared. The ADA Transition Plan is intended to outline the methods by which physical or structural changes will be made to affect the non-discrimination policies described in Title II.

#### **Title III: Public Accommodations**

Title III requires places of public accommodation to be accessible to and usable by persons with disabilities. The term public accommodation as used in the definition often is misinterpreted as applying to public agencies, but the intent of the term is to refer to any privately funded and operated facility serving the public.

#### **Title IV: Telecommunications**

Title IV covers regulations regarding private telephone companies, and requires common carriers offering telephone services to the public to increase the availability of interstate and intrastate telecommunications relay services to individuals with hearing and speech impairments.

## **Title V: Miscellaneous Provisions**

Title V contains several miscellaneous regulations, including construction standards and practices, provisions for attorney's fees and technical assistance provisions.

Title II of the ADA dictates that a public entity must evaluate its services, programs, policies and practices to determine whether they are in compliance with the nondiscrimination regulations of the ADA. The regulations detailing compliance requirements were issued in July 1991. A self-evaluation also is required. It is intended to examine activities and services, identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make the necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. In the ADA, the term disability means, with respect to an individual:

1. A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
2. A record of such an impairment; or
3. Being regarded as having such an impairment.

If an individual meets any one of these three tests, that person is considered to be an individual with a disability for purposes of coverage under the Americans with Disabilities Act. The Final Rules of the ADA describe in greater detail the conditions included and excluded as disabilities under the ADA. These rules are available upon request from the study team and are incorporated by reference as part of this ADA Transition Plan.

### **Section 2.2: City of Callaway ADA Responsibilities**

The City has various responsibilities under Title II of the ADA. Title II of the ADA is similar to Section 504 of the Rehabilitation Act of 1973 but differs in that Section 504 applies only to government agencies that receive federal financial assistance. The purpose of Section 504 is to ensure that no otherwise qualified individual with disabilities shall, solely by reason of disability, be discriminated against under any program or activity receiving federal financial assistance. The City has been subject to and operating under the requirements of Section 504 for many years.

The ADA states an intent not to apply lesser standards than are required under other federal, state or local laws; therefore, the law that is the most stringent has precedence. This intent has particular application with respect to the City's obligations under Section 504 or under Title 24 of the California Code of Regulations, which in some cases, exceed ADA requirements with respect to structural and physical changes.

Title II also mandates that City governments may not require eligibility criteria for participation in programs and activities that would screen persons with disabilities, unless it can be proven that such requirements are necessary for the mandatory provision of the service or program. A public entity must reasonably modify its policies and procedures to

avoid discrimination toward disabled residents. Nevertheless, if the public entity can demonstrate that a modification fundamentally would alter the nature of its service, it would not be required to make that modification. Title II also discusses the use of auxiliary aids necessary to enable persons who have visual, hearing, mobility or similar impairments to gain access to programs and activities provided by the City so as to make an appropriate reasonable accommodation.

The lone exception to these requirements would be because of undue hardship. Undue hardship is defined in the ADA as an “action requiring significant difficulty or expense” when considering the nature and cost of the accommodation in relation to the size, resources and structure of the specific operation. Undue hardship is determined on a case-by-case basis.

A public entity also is required to designate a person to be responsible for coordinating the implementation of ADA requirements and for investigating complaints of alleged noncompliance. At the time of the ADA Transition Plan preparations, for the intent of this portion of the ADA Transition Plan that relates to streets, sidewalks and public rights-of-way, that designated person is Janice Peters. All questions must be in writing and can be sent to Janice Peters by mail at 6603 E. Hwy 22, Callaway, FL 32404 or by email at [jpeters@cityofcallaway.com](mailto:jpeters@cityofcallaway.com). No verbal questions will be addressed.

### **Section 2.3: ADA Transition Plan Requirements**

According to ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the City also is important to determine what physical changes are necessary. The ADA Transition Plan documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan be submitted for public review before final approval and adoption by the appropriate regulatory agency.

Generally, the ADA Transition Plan lists existing barriers in the public rights-of-way under the City’s jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to City programs. The City is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by Department of Justice rules to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other



sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;

2. The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
3. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
4. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

The ADA Transition Plan contains detailed physical barrier surveys of City streets, curb ramps and related facilities. These surveys are contained in a comprehensive computer database, and document barriers present at the time of the survey. The survey does not provide a complete listing of complying architectural or physical features. It also is important to note that improvements made to facilities after the date of the survey are not included as part of this ADA Transition Plan.

The ADA does not designate a specific code or standard for evaluating access to existing facilities. Title II gives government agencies a choice between the Uniform Federal Access Standards (UFAS) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as a standard for renovations. Since the ADA states that it does not override requirements of other state and local requirements, the Florida Department of Transportation (FDOT) access regulations also must be applied. Therefore, for this ADA Transition Plan, each facility or site area will be evaluated based on the most stringent requirements of the 1991 ADA Accessibility Guidelines or the FDOT requirements.

In creating priorities, it is the City's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the City.

#### **Section 2.4: Description of Program Accessibility**

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in

keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the City. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self-evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

1. Streets, sidewalks and curb ramps may be part of a continuous path of travel between activities or programs, at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.
2. Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a city's built-environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are programmatically required to be accessible may vary from jurisdiction to jurisdiction.

## **Section 3: ADA Transition Plan Oversight Committee**

### **Introduction**

A key to ensuring timely and effective implementation of the City's ADA Transition Plan is coordination among the various departments involved in this effort. To this end, an ADA Transition Plan Oversight Committee shall be established. The Public Works Department and Planning Department staff serve as the City of Callaway's Oversight Committee.

Its purpose is to assure that a reasonable work schedule is maintained and to monitor any additional work or costs as they are identified. By presenting to the Callaway City Council on the ADA Transition Plan updates and all phases of the capital improvement project, the Committee reports to the City Council on a consistent basis on the status of ADA and accessibility improvements to the public right-of-way, as well as on costs incurred to date and projected cost estimates for other components of the ADA Transition Plan. Phases of the capital improvement projects that are presented to the Callaway City Council include the following and the results are reported to the City Commission:

- Grant Application Submittal
- Design Contract Review and Approval
- Construction Bid Review and Approval

The Oversight Committee should also evaluate the need for additional funding and look for new funding opportunities. Specific tasks that the ADA Transition Plan Oversight Committee should undertake and oversee would include the following:

#### **(1) Curbs and Curb Ramps Evaluation**

The Oversight Committee should monitor the status of curb ramp construction and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards and to determine technical infeasibility.

The Committee should evaluate the City's current curb ramp designs on an on-going basis to ensure that they provide the appropriate degree of access, in accordance with the ADA Codes and Standards included in the ADA Transition Plan. Where the public right-of-way allows, alternative curb ramp designs should be investigated to ensure the appropriate complying level of access.

#### **(2) Individual Intersection Curbs, Sidewalks and Pedestrian Islands Evaluation**

The Oversight Committee should review the monitor curbs, sidewalks and pedestrian island construction, and should recommend revisions/modifications to the policy to implement the ADA Transition Plan, to handle public requests, to discuss variances and deviations to the standards, and to determine technical infeasibility.

The on-going retrofitting of curbs, sidewalks and pedestrian islands should be in

accordance with the ADA Transition Plan and all applicable federal and state laws and regulations, with the highest priority first and the lowest priority last.

Areas around bus stops, transportation, public and medical facilities, shopping areas and other facilities should have the highest priority. When a curb ramp is evaluated for construction or reconstruction, the whole intersection should be evaluated for safety and usability by persons with disabilities to determine usable paths of travel.

### **(3) Accessible Pedestrian Signals Evaluation**

The Oversight Committee should monitor accessible pedestrian signal installation and recommend revisions/modifications to the policy to implement the ADA Transition Plan. When accessible pedestrian signals are installed, they should be equipped with all features that are required by the ADA Codes and Standards and should be in compliance with the outlined policy. Accessible pedestrian signal installations also should be evaluated to reflect any new Federal guidelines contained in the FHWA Manual on Uniform Traffic Control Devices, along with advances in accessible signal technology.

### **(4) Tactile Guide Strips Evaluation**

The Oversight Committee should oversee the needs for tactile guide strip installation and should recommend revisions/modifications to the policy.

### **(5) Private Developers' Improvements Evaluation**

In areas nearby the ADA Transition Plan's Capital Improvement Projects, the Oversight Committee should obtain from the City's Planning Department proposed plans for private developments, both residential and commercial, and evaluate the scope and impact of such plans on access improvements to streets and sidewalks in unincorporated areas.

The Committee should, through the Planning Department, identify planned private projects, both residential and commercial where the City retains sufficient right-of-way options to provide enhanced access improvements, such as the installation of sidewalks. Distinction should be made between those private developments where the responsibility for access improvements rests with the developer, and those situations where the City has granted variances to developers on access improvements. Where the City has allowed a variance that impacts access for the disabled, the variance should be looked at to determine if the City preserves the option to do future improvements such as installing sidewalks.



## **Section 4: Inventory Methodology and Findings**

The purpose of the inventory is to show a baseline of existing pedestrian facilities in the City of Callaway. These data are used to improve pedestrian facilities and to comply with ADA and Title 24 requirements and City approved policies.

The City has a wide variety of facilities within the public right-of-way. These facilities include streets and roadways, vehicular and pedestrian bridges, underground and above-ground utilities, vehicular and pedestrian signal systems, signage systems, on-street parking facilities, walkways, sidewalks with curb ramps at intersections, and pedestrian activity areas, and unimproved open spaces or natural areas. The goal of the overall project is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Callaway, and to assure compliance with all federal, state, and local regulations and standards.

### **Section 4.1: ADA Data Collection Items**

For detailed measurements at or near intersections, the survey team will collect and analyze the following data:

**Crosswalks:** Whether crosswalks are present at any or all crossings. If present, the width, type, alignment, presence of tactile guides trips, presence of islands and disabled access.

**Curb Ramps:** Whether existing curb ramp(s) are present at any of the corners within the intersection.

**Directional Corner of Intersection:** NE, SE, SW and NW. (Note: All corners will be referred to by one of these compass points. If the street is not perfectly aligned north and south, the direction will be assigned within the nearest 45 degrees.)

**Intersection Geometry:** Whether the intersection is standard right angle, T-shaped, Y-shaped, skewed, or any other irregular geometry. Whether there are pedestrian island(s) or right turn lanes.

**Islands:** If present, then presence of curb ramps and push buttons.

**Obstructions and Obstacles:** The general presence and nature of abrupt changes in sidewalk level of greater than one-half inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. The following obstacles near a corner will be recorded: utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and newsstand.

**Pedestrian Signals:** Whether visual or accessible pedestrian signals are present. If present, the type, size, height and location of actuator buttons. The location parameters are “at curb,” “on landing,” “on ramp slope – arm length” and “on ramp slope – not arm length.” Another location question asks if the pedestrian push button is parallel to the crosswalk alignment.

**Sidewalk Present:** Whether a sidewalk leading to and from the curb is present. If present, the paved sidewalk width at the intersection.

**Tactile Guide strips:** Whether tactile guides trips are present at any crosswalk. If present, the location, height, width and color of the tactile guides trips.

**Traffic Control:** Whether traffic signals, stop signs (all way vs. two-way vs. one-way), yield control, roundabout or no control.

**Transit Stop Type:** The parameters of the transit stop type are none, light rail, bus and other.

**Curb Type:** Whether a curb is present, and if present, the type (vertical or rolled).

**Flush Corner:** If there is no curb, whether a flush transition from the street to the sidewalk is present.

If a curb ramp is present (either one or two at a corner), the following data was collected for each curb ramp:

**Car Obstruction:** Curb ramp not located so that it could be obstructed by parked vehicle.

**Common Landing:** Dimensions of any common landing for two curb ramps.

**Curb Ramp Type:** A general description of the curb ramp: flared, pan, chute, blended corner or built-up.

**Detectable Warnings/Truncated Domes:** Whether truncated domes are present. If present, the dome location, size, type (e.g., plastic, concrete, concrete tile, brick or other) and color. Truncated domes are placed at level landings to alert visually-impaired individuals of a transition between the sidewalk and the street or railroad tracks.

**Grooved Border:** Whether a 12-inch grooved border around all sides is present and its width.

**Gutter Slope:** Slope in percent of the gutter or street transition.

**Lip:** Whether a lip is present at the bottom of the curb ramp, and if present, the height to the nearest 0.25 inch.

**Location in Crosswalk:** Curb ramp wholly contained in marked crosswalk, if applicable.

**Main Slope:** Main slope of the curb ramp or level landing in percent adjacent to and perpendicular to the street.

**Main Cross Slope:** Cross slope of the main slope of the curb ramp or level landing, parallel to the street. The cross slope is perpendicular to the main slope of a curb ramp.

**Side Slope(s):** Whether a side slope or parallel slope is present, and if present, the slope of each sloping side or flare parallel to the street in percent.

**Slip-resistant Surface:** Whether the surface is slip-resistant.

**Street the curb ramp is facing,** or if facing the intersection (diagonal).

**Top Landing Depth:** Whether a 48-inch deep level landing is provided at the top of the curb ramp, or at the top of each slope of a parallel curb ramp.

**Transition Slope:** Slope of the transition to the sidewalk, verifying slope of five percent or less for the right and left sides.

**Width:** Width of the curb ramp or pan. A pan or level landing exists when there is a lack of vertical separation between the sidewalk and the street.

## **Section 5: ADA Capital Improvement Plan**

### **Section 5.1: Introduction**

The ADA Capital Improvement Plan is a last step in determining the extent of City-operated and other participants' projects necessary to implement the ADA Transition Plan within the City of Callaway public right-of-way.

Types of projects included can be categorized as follows:

- Curb ramp construction or replacement projects based upon resident request.
- Curb ramp, sidewalk and intersection retrofit projects, included with street overlay or other street or sidewalk construction projects.
- Curb ramp, sidewalk and intersection retrofit projects, in conjunction with construction by private parties.
- Curb ramp, sidewalk and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan.
- Street and sidewalk construction or retrofit projects planned for the improvement of overall pedestrian facilities.
- Signal retrofit projects.
- Roadway widening projects.

Several existing and potential programs and funding sources for capital improvement projects are described in this section. These programs include on-going City capital improvement and maintenance programs, as well as specific projects and funding sources allocated in the five-year Transportation Improvement Plan (TIP). The ADA Capital Improvement Plan uses, to the maximum extent possible, existing and prospective funding programs and sources. The plan recommends specific goals for the construction of accessibility improvements. While specifying locations and the scope of work, the plan also is intended to serve as a conceptual plan whereby the extent and goals of future projects will be evaluated prior to preparing detailed cost estimates. Once an overall scope of work and its fiscal impact is established, annual projects can be finalized, and the exact number of specified improvements can be set as project goals.

The ADA Capital Improvement Plan includes a list of potential project locations and items of work, which will be further reviewed by the City during the design phase of the projects. Additional ADA work, such as new construction and additional curb ramps beyond the minimum program access requirements, will continue.

### **Section 5.2: Extent of Required ADA Work**

The extent of work included in the ADA Transition Plan includes the types of capital improvements that should be made to intersections, streets and sidewalks. The extent of work included in the plan has been the result of an extensive process that has included review and recommendations of all basic elements of the ADA Transition Plan by the City of Callaway, the ADA CAG and the TAC. These basic elements include the ADA Codes and Standards, the ADA Monitoring Program and



the ADA Prioritized Capital Improvement Plan. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA are included in this section.

Most recommended capital improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each particular location of work in an effort to bring the entire location and any public uses (as described in the Use Priority 1 list on a subsequent page), if they occur, into compliance with the applicable ADA Codes and Standards. For example, at a typical four-way signalized intersection, the extent of work would include not only the construction of curb ramps at each corner, but it also would include removing accessibility barriers along the pedestrian route from any Priority 1 use leading to the curb ramps, and installing accessible pedestrian signals, crosswalk striping; accessible islands, if required; and appropriate signage. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

The typical extent and scope of work for the most common types of capital improvements, listed from most to least comprehensive, is shown below:

- 1) Complete ADA retrofit of signalized four-way intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel; new accessible pedestrian signals with push buttons; and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes & Standards. Scope may include new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 2) Complete ADA retrofit of controlled intersection: eight new curb ramps, two per corner (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new
- 3) At signalized intersections, installation of new accessible pedestrian signals with push buttons and crosswalk striping (if not existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Codes and Standards.

- 4) Islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 5) Complete ADA retrofit of signalized T-intersection: six new curb ramps with two per corner, except only one on either side of the top of the T (unless infeasible due to existing conditions such as utility conflicts or geometry or an exception as described in Section 5.4); new accessible pedestrian signals with push buttons; and crosswalk striping (if not
- 6) existing, including removal and replacement of crosswalk striping where in poor condition) for all crossing directions where crosswalks are required by the ADA Standards; new complying sidewalk paving to meet existing sidewalks and other sidewalk improvements to provide access to Priority 1 uses along the path of travel. Scope may include providing new islands with cut-throughs or curb ramps, if required by the standards or at the design engineer's discretion.
- 7) Partial ADA retrofit at four-way intersection, single-family residential area: four new curb ramps (one per corner); crosswalk striping at all signalized or stop-controlled intersections, for crossing directions where a crossing is not prohibited.
- 8) Partial ADA retrofit at T-intersection, single-family residential area: two new curb ramps to cross main street at one location of T-intersection, and at least one and preferably two new curb ramps to cross secondary street.
- 9) One or more new single curb ramps where other curb ramps at the intersection are complying.
- 10) Renovation of existing curb ramp to remove hazardous conditions.
- 11) Installation of new curb, gutter and concrete sidewalk (Installation of sidewalk should be on a case-by-case basis).
- 12) Partial curb, gutter and sidewalk installation to provide programmatic access (Installation of sidewalk should be on a case-by-case basis).
- 13) Miscellaneous sidewalk or walkway repair or replacement.
- 14) Selected sidewalk and bus pad pavement as required for transit access (Installation of sidewalk should be on a case-by-case basis).
- 15) Selected sidewalk and bus pad pavement as required for new mid-block crosswalk with pedestrian signals (Installation of sidewalk should be on a case-by-case basis).
- 16) Roadway widening, or installation of required asphalt conforms for accessible pedestrian access routes.

- 17) Removal of sidewalk barriers (either moving or removing the barrier or reconstructing the pedestrian walkway around the barrier, or the reconstruction of driveways).
- 18) Again, the above list is for project planning purposes only, and represents an attempt to categorize the general extent of work at each location. The exact extent of all ADA work is described in the ADA Codes and Standards.

### **Section 5.3: Types of Projects and Funding Sources**

There are several existing and potential programs and funding sources for capital improvement projects included in the ADA Capital Improvement Plan. These programs are described in this section.

#### **On-Going Capital Improvement Programs**

These programs are operated by or coordinated with the City on an on-going, annual basis. The extent of funding levels may be fixed or may vary yearly. These programs include the following:

- Curb, Gutter and Sidewalk Maintenance
- Sidewalk Improvement Projects
- TPO Elderly and Disabled Accessibility Projects
- Pavement Maintenance Program (Street Overlay Projects)
- FDOT Construction Projects
- Private Developer Construction Projects adjacent to the City Right-of-Way

### **Section 5.4: Specific Funding Programs and Projects**

To the maximum extent possible, existing and prospective funding programs and sources were used to implement the ADA Capital Improvement Projects. These projects were funded either as standalone projects or as a minor component of a transportation improvement project. Potential programs and sources included the following:

#### **1) Funding Programs**

- Current ½ Cent Sales Tax Program
- Development Fee Program
- State Funding Programs
- STIP- State Transportation Improvement Program
- SR2S- Safe Routes to School Program
- TCRP- Traffic Congestion Relief Program
- Federal Funding
- CMAQ- Congestion Mitigation and Air Quality Program
- HBRR- Highway Bridge Replacement & Rehabilitation Program

- HES- Hazard Elimination & Safety Program  
RSTP- Regional Surface Transportation  
Program TEA- Transportation Enhancement  
Activities

## **2) Specific City Construction Projects**

### **Section 5.5: Description of ADA Capital Improvement Plan**

The ADA Capital Improvement Plan of the ADA Transition Plan includes specified goals for the construction of accessibility improvements. The exact goals should consider all the various items of work required under the plan, including curb ramps, accessible pedestrian signals, sidewalk barrier removal and sidewalk installation, crosswalk markings and other work necessary to comply with the ADA Codes and Standards. The ADA Capital Improvement Plan lays the groundwork for concepts concerning the extent of ADA work required, prioritization, locations and potential funding sources. Until exact funding sources are finalized, the annual work and expenditures proposed must be of a preliminary nature.

It is recommended that the City commit to an aggressive schedule to bring Callaway into ADA compliance. This work should include installation, repair and replacement of curb ramps, together with other specified improvements, on an annual basis.

### **Section 6: Monitoring and Status Reporting**

The City is currently engaged in an on-going effort to construct sidewalks, street overlay projects, street beautification projects, utility construction projects and other capital improvement projects in the public right-of- way. While it is important to assure that codes and standards used to design, and construct curb ramps and related improvements are up-to-date, it is equally important that ADA improvements are constructed properly and in compliance with all applicable codes and standards. Therefore, the monitoring of construction activities and the reporting of the status of improvements is vital in assuring an effective overall compliance program.

### **Section 7: ADA Transition Plan Capital Improvement Projects**

There are currently two capital improvement projects identified:

- Lake Drive Sidewalk, and
- S Berthe Avenue Multi-Use Path

The Lake Drive sidewalk. includes the construction of a 6' buffered concrete ADA compliant sidewalk on the north side of Lake Drive from US 98/Tyndall Parkway to S Berthe Avenue. The sidewalk construction will be approximately one mile, and include associated drainage improvements, detectable warning areas, driveways and pedestrian ramps. The new sidewalk adds necessary connectivity to the pedestrian corridor and S Berthe Avenue currently underway.



The S Berthe Avenue multi-use path will include the reconstruction of the existing 5' deteriorated concrete sidewalk on the east side of S Berthe Avenue from Boat Race Road to Cherry Street. The existing sidewalk will be reconstructed to an 8' concrete ADA compliant multi-use path, approximately one mile, with associated drainage improvements, detectable warning areas, driveways and pedestrian ramps.

Both projects provide connection to TAP funded pedestrian projects on Cherry Street, Boat Race Road, and S Berthe Avenue currently underway.

### **Section 7.1: ADA Capital Improvement Cost Estimate**

The city is pursuing funding assistance from state and federal funding to construct the Lake Drive Sidewalk and S Berthe Avenue Multi-Use Path. The total estimated cost for the Lake Drive Sidewalk project is approximately \$1.14 million and for S Berthe Avenue Multiuse Path is approximately \$1.62 million.

The S Berthe Avenue project will be implemented in two phases, Phase 1 will be from Cherry Street to the S Berthe Avenue Bridge, approximately .50 miles, and is estimated to be \$812,000. Phase 2 will be from the S Berthe Avenue Bridge to Boat Race Road, approximately .50 miles, and is estimated to be \$812,000. The new multi-use path would complete an ADA compliant pedestrian corridor.

## Attachment F: LETTERS OF SUPPORT



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: KEITH E COOK

Address: 2413 GRANDIFLORA BLVD, PCB, FL 32408

I, KEITH COOK, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ashley Robyck

Address: 7104 Nebraska St Apt B  
Panama City FL 32404

I, Ashley Robyck, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Ashley Robyck  
Signature

1-15-2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: DON HERNINGS

Address: 431 TANDA PASS

I, Don Hernings, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Don Hernings  
Signature

\_\_\_\_\_  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Anna Pelletier

Address: 7724 Shadow Bay Dr.  
Callaway FL 32404

I, Anna Pelletier, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Perfect location for this type  
of project.

Anna Pelletier  
Signature

14 Jan. 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOHN P. HAGAN

Address: 219 Colonnade Sq  
Callaway, FL 32404

I, JOHN P. HAGAN, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

John P. Hagan  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: ROBERT PELLETIER

Address: 7724 SHADOW BAY PK

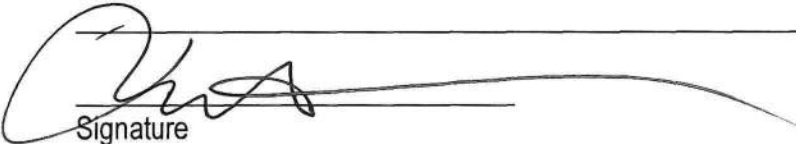
Callaway FL 320

I, \_\_\_\_\_, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1/14/25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Spring Overways  
Address: 7124 B Single Ln CN  
Callaway 32404

I, Spring Overways support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

[Signature]  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: KEVIN OBO S  
Address: 304 MAGNOLIA AVE  
PANAMA CITY FL 32401

I, KEVIN OBO S, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: David Griggs

Address: 7111 Winona St  
Callaway 32404

I, David Griggs, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

David Griggs  
Signature

01/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Scott Davis

Address: 314 Lake Side Dr.  
Callaway, Fl. 32404

I, Scott Davis, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Signature Scott Davis

1-14-25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ken Ayers

Address: 6831 Forsythe Dr.  
Callaway, FL 32404

I, Ken Ayers, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Thank you for your consideration.

Ken Ayers  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Brent Clayton


Address: 7400 Camryac Crossing

I, Brent Clayton, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

1-14-25  
Date



**Letter of Support for  
the South Gay Avenue Sidewalk Project**

Name: Lisa Mayo

Address: 139 Guana Rd.  
Southport, FL 32409

I, Lisa Mayo, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Lisa Mayo  
Signature

1/13/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Brittney Janosik

Address: 4056 Brighton Blvd  
Panama City, FL 32404

I, Brittney Janosik, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Brittney Janosik  
Signature

11/13/05  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Emily Franklin

Address: 1414 Louisiana Ave

Lynn Haven, FL 32444

I, Emily Franklin, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Emily Franklin  
Signature

1/13/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ed Cook

Address: 2413 GRANDIFLORA BLVD, PANAMA CITY, FL 32408

I, Ed Cook, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Signature

01/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Bill Fyfe

Address: 324 S. Bertha Ave.  
Callaway, FL 32404

I, Bill Fyfe, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Bill Fyfe  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jay Mitchell

Address: 2609 Shadow Ridge Ct.  
Lynn Haven FL, 32444

I, Jay Mitchell, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature

Jay Mitchell

Date

1-13-25





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Catrese Bowley

Address: \_\_\_\_\_

I, Catrese Bowley, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

I use this road frequently and there is usually  
pedestrian traffic, I think sidewalks would be  
beneficial

Catrese Bowley  
Signature

1/13/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Emma Lord

Address: 7116 Maxwell Court  
Callaway, FL 32404

I, Emma Lord, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This is a great idea and will benefit a  
lot of our Citizens.

Emma Lord  
Signature

13 Jan 2024  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: MARK M'QUEEN, SUPERINTENDENT OF SCHOOLS

Address: 1311 BALBOA AVE

PANAMA CITY, FL 3240

I, MARK M'QUEEN, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Mark M'Queen

Signature

13 Jan 25

Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Ann Leonard

Address: 102 Harmon Ave  
Panama City, FL 32401

I, \_\_\_\_\_, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.) - *especially for children walking to school*
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ann D. Leonard  
Signature

1/14/25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jerry L. Register

Address: 802 W. 12th St.

Lynn Haven, Fl. 32449

I, Jerry L. Register, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Safety is the key!

Jerry L. Register  
Signature

Jan. 14, 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Winston Chestea  
Address: 6726 Tupper Rd

I, Winston Chestea, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Winston Chestea  
Signature

Jan 14 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Pam Henderson

Address: 133 HL Sudduth Dr  
Callaway FL 32404

I, Pam Henderson, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This sidewalk would simplify  
walkability to a city park and  
to area shopping

Pam Henderson  
Signature

1/14/2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Marilyn P. Wallace

Address: 5808 Ivy Rd P.C. FL 32404

I, Marilyn P. Wallace, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Marilyn P. Wallace  
Signature

01-14-2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Theresa C. Townsend

Address: 6412 Bobby Lane  
Callaway

I, Theresa Townsend, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Theresa C. Townsend  
Signature

5-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Rea Dutton

Address: \_\_\_\_\_

I, Rea Dutton, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Rea Dutton  
Signature

14 Jan 25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: MAMIE REYNOLDS

Address: 130 Beulah Ave Apt. 3  
Callaway, FL 32404

I, Mamie Reynolds, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Mamie Reynolds  
Signature

1/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: CHRISTINE SMITH

Address: 3008 KINGSWOOD DR.  
PANAMA CITY FL

I, CHRISTINE SMITH, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Christine B Smith  
Signature

14 JAN 25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Betty Pierce

Address: 5213 Collins St.  
Callaway, FL

I, Betty Pierce, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Betty Pierce  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Elizabeth Lane

Address: 139 N Anita Dr  
Panama City, FL 32404

I, Elizabeth Lane, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Elizabeth Lane  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: DALLAS MARTZ

Address: 6210 LAKE DR.  
CALLAWAY FL 32909

I, DALLAS MARTZ, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Dallas L Martz  
Signature

12/14/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Andrew D. Wiggins

Address: 108 Rob Court Callaway Fla

I, Andrew D. Wiggins, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Andrew D. Wiggins  
Signature

8 Jan 25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Susan Holzschuh

Address: 15642 C.R. 2297

I, Susan Holzschuh, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

S. Holzschuh  
Signature

1/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Timothy K Brunner

Address: 6620 Cherry St.  
Callaway FL 32904

I, Timothy K Brunner, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date 1-14-25



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOSEPH R. TOWNSEND

Address: 6412 BABBY LN, CALLAWAY

I, JOSEPH R. TOWNSEND, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Joseph R. Townsend  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project


Name: GLENN DEASON

Address: 1408 S. GAY AVE

I, GLENN DEASON, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

  
Signature

1-14-25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: James Webster

Address: 902 Watermark - Way

I, James Webster, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: WAYNE CARTER

Address: 4558 CEDAR ST. PANAMA CITY FL 92404

I, WAYNE CARTER, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Wayne Carter  
Signature

\_\_\_\_\_  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Sara Love

Address: 411 Benlak Ave.  
Panama City, FL 32404

I, Sara Love, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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\_\_\_\_\_  
\_\_\_\_\_

Sara C. Love  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: PATSY MARTINA

Address: 6416 Letchworth St.

Panama City, FL. 32404

I, PATSY MARTINA, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Patsy Martina  
Signature

\_\_\_\_\_  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Rileen Ward

Address: 603 Hwy. 2297  
P.O. Box 32404

I, Rileen Ward, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Safety for the children

Rileen Ward  
Signature

\_\_\_\_\_  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Karen Fleur

Address: 233 S. Jan Dr  
Pc Fla 32404

I, Karen Fleur, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Karen Fleur  
Signature

1-14-24  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Nila Latta

Address: 237 S. Jan Dr.

I, Nila Latta, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Nila Latta  
Signature

1/14/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOHN COATS

Address: 206 WILLOW DR.  
PANAMA CITY, FL 32404

I, JOHN COATS, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

John Coats  
Signature

1/14/2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Laura Banera

Address: 213 S. Berthe Ave

I, Laura Banera, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Laura Banera  
Signature

1-14-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jo Liggelt  
Address: 1041 S. Kumbel Ave  
D. C. Fla 32404

I, Jo Liggelt, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Jo Liggelt  
Signature

1-14-2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Denise Beach

Address: 141 H.L. Suduth Drive  
Callaway, FL 32404

I, Denise Beach, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Denise Beach  
Signature

01/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Carol Geoghagan  
Address: 132 HL Sudduth DR.  
Callaway FL 32404

I, Carol Geoghagan, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Carol Geoghagan  
Signature

1-15-25  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JOEL Geoghagan  
Address: 132 HL Sudduth DR.  
CALLAWAY FL. 32404

I, JOEL Geoghagan, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

Joel Geoghagan  
Signature

1-15-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: William Thompson

Address: 3919 Alva Thomas Road  
Panama City, FL 32409

I, William Thompson, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Reduces the occurrence of crime

Promotes development in surrounding areas

Employs people

  
Signature

15 Jan 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Christopher B. Forehand


Address: 1405 Bayou Ct.  
Panama City FL 32401

I, Chris Forehand, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Great Project!

  
Signature

1/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Tyler Robinson

Address: 502 W 13<sup>th</sup> St. Lynn Haven, FL 32444

I, Tyler Robinson, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Tyler Robinson  
Signature

1/15/2024  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: GINGER HINMAN

Address: 18308 NW PARHAM GRANTHAM RD.

CLARKSVILLE, FL 32430

I, GINGER HINMAN, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses.)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

AS A CITIZEN WHO OFTEN SHOPS, VISITS MY CHILDREN WHO LIVE IN CALLAWAY/SPRINGFIELD, AND

WORKS DAILY IN BAY COUNTY CALLAWAY AREA IT WOULD BE OF BENEFIT TO MY FAMILY AND

MYSELF.

  
Signature

01/15/2025

Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Sethin Simmons

Address: 2423 Cocoa Avenue, Panama City Florida 32405

I, Sethin Simmons, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

Reduced Crime, walkable neighborhoods increase pedestrian and police visibility along  
with increasing the neighborhood cohesion/community interaction.

*Sethin Simmons*  
Signature

01/15/25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Aaron Pacher

Address: 3100 Sweetbay Avenue, Apt.2114, Panama City, FL 32405

I, Aaron Pacher, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

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Aaron Pacher  
Signature

1-15-25  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: RAUDY FREDERICKSON

Address: 1606 E 15<sup>th</sup> PLZ

LYNN HAVEN, FL 32444

I, RAUDY FREDERICKSON, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

15 Jan 2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: CHURCHILL B. GRIMES JR.


Address: 4037 ELLISOR RD  
PANAMA CITY, FL 32409

I, CHURCHILL GRIMES, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

  
Signature

15 JAN 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Jim Hipkind

Address: 1772 Anwar Bellas Drive  
Panama City Beach, FL 32407

I, Jim Hipkind, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

gabell  
Signature

11/15/2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: JAMES SLONINA

Address: 1600 MARINA BAY DRIVE  
PANAMA CITY, FLORIDA 32409

I, JAMES SLONINA support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Signature [Signature]

15 Jan 2025  
Date



## Letter of Support for the South Gay Avenue Sidewalk Project

Name: J. Doug Crook

Address: 549 Fanning Bayou Drive, Panama City, FL 32409

I, J. Doug Crook, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☐ **Enhances safety** (reduces pedestrian-related collisions)
- ☐ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☐ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☐ **Improves Safe Ways to School** (improves walkability for students)
- ☐ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☐ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☐ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

This community is in need of more safe pedestrian pathways and has been for a very long time.

  
Signature

01/15/2025  
Date





## Letter of Support for the South Gay Avenue Sidewalk Project

Name: Amanda Reed

Address: 802 Forestdale Ave  
Panama City, FL 32401

I, Amanda Reed, support a sidewalk project on South Gay Avenue. I support this project because of the following benefits that the project provides:

- ☒ **Enhances safety** (reduces pedestrian-related collisions)
- ☒ **Community Benefit** (Supports County and City transportation plans and promotes sense of community)
- ☒ **Public Benefit** (used by people of all ages and abilities ie. children, elderly, people with strollers and wheelchairs, etc.)
- ☒ **Improves Safe Ways to School** (improves walkability for students)
- ☒ **Promotes better health** (promotes physical activity and reduces contribution to air pollution)
- ☒ **Economic Benefit** (promotes preventative health care, promotes alternative modes of transportation, makes it easier for people to identify and visit stores and support local businesses,)
- ☒ **Environmental Benefit** (reduces greenhouse gas emissions by reducing vehicle miles traveled)

Additional Comments:

My mom lives on this road and I can attest that  
this sidewalk is greatly needed!

Amanda J Reed  
Signature

1/15/05  
Date



# 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. (Word limit 5)

- 2. Agency name of the applicant.** (Word limit 5).
- 3. Agency contact person’s name and title.** (Word limit 5).
- 4. Agency contact person’s telephone number and email address.** (Word limit 5).

## PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

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

### LAP Full Certification

Provide:

Approval Date: \_\_\_\_\_ and Expiration Date: \_\_\_\_\_  
Responsible Charge Name: \_\_\_\_\_

### LAP Project Specific Certification

Provide:

Approval Date: \_\_\_\_\_ Project FM(s) Number: \_\_\_\_\_  
Responsible Charge Name: \_\_\_\_\_

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

Provide:

Sponsoring Agency Name: \_\_\_\_\_ Contact Name: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

**Not LAP Certified - FDOT District will administer the project.**

Provide:

FDOT Contact Name: \_\_\_\_\_ Phone: \_\_\_\_\_

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

**Not Applicable – this is a Non – Infrastructure Project.**

## PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).
  
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. (Word limit 5).  

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

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

Yes
No
  
5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

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



## PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).
  
2. **Indicate the county(ies) of the project location.** (Word limit 5).
  
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)].** (Word limit 10).
  
5. **Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).
  
6. **Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.** (Word limit 10).
  
7. **Indicate the total project length, in miles and linear feet.** (Word limit 10).
  
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. (Word limit 5).
 

Yes	No
-----	----
  
9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).
 

Yes	No
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## PART 5 – PROJECT TYPE

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

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

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

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

### 5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

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

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

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

**Scenic Turnouts and Overlooks** (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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 complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 10).

**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. (Word limit 5).

## 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 TAP 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. (Word limit 10).

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

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

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

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

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

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

Number of bicycle rodeos.

Number of pedestrian safety skills events.

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

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

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



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. (Word limit 5).

Yes

No

**3. Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

Yes

No

**4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

Yes

No

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

**6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census?** These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

Yes

No

**7. Are there transit stops / shelters / support facilities within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

Yes

No

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

Yes

No

**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. (Word limit 5).

Yes      No

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

**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, median household income by census tract for community benefiting, 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. (Word limit 10).

Yes      No

**2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project?** If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes      No

**3. Was there an advertised public meeting to discuss the project?** If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes      No

**4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If “yes”, briefly explain. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes      No

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

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

Yes      No

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

## PART 9 – ENVIRONMENTAL CONDITIONS

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

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

- 7. Is an Environmental Assessment for the project complete?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided. (Word limit 10).
- Yes      No
- 8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”. (Word limit 5).
- Yes      No      Unknown
- 9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”. (Word limit 5).
- Yes      No      Unknown
- 10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided. (Word limit 5).
- Yes      No
- 11. Are there any navigable waterways adjacent to or within the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways. (Word limit 5).
- 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. (Word limit 5).
- Yes      No
- 13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).
- Yes      No      Unknown
- 14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).
- Yes      No      Unknown
- 15. Are there any noise-sensitive areas near the project area?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown” (Word limit 5).
- Yes      No      Unknown

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



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

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

Yes      No

**2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status. (Word limit 100).**

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

Other:

**3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).**

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

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

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

Yes

No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land. (Word limit 150).**

### **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). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 2) As applicable, letter from local agency budget office committing local funds to the project.

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

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs (\$)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-TA/ Local Funds (\$)	Other (\$)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction								
CEI								
Other costs (describe)								
Total Infrastructure Project Cost Estimate								\$ 929,086

\*\*\* 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
<b>Personnel Services</b>	
(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:	
<b>Expenses</b>	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
<b>Operating Capital Outlay</b>	
Equipment:	
<b>Total NI Project Cost Estimate</b>	



FDOT Transportation Alternatives Program:

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

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

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

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemmanual>

Florida Safe Routes to School Guidelines:

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



## TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

**PROJECT NAME:**

**LOCATION:**

**PROJECT LIMITS:** (from south or west limit)

(to north or east limit)

By checking the box you agree to do the following:

Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.

Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.

Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).

Pursue or retain LAP certification and enter into a LAP agreement with FDOT.

Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

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

---

\* Signature

---

Name (please type or print)

---

Title

---

Date

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

Attachment xx:

## Cost Estimate Spreadsheet with Quantities

### Narrative:

It should be noted that the proposed project is for both the design and construction phases. As such, the construction estimate that follows is a ‘planning-level’ document that is based on high-level historical cost data for similar facilities.

The projected Design and Construction Engineering and Inspection (CEI) costs are each based on a simple multiplier of 10% of the projected construction cost – which again is based on historical design and CEI costs incurred for similar projects.

While the “*Opinion of Probable Construction Costs*” document that follows was indeed produced by a professional engineer, it is not signed and sealed. This is because the formal construction estimate will be produced near the end of the design phase as a task product by the design consultant, and that task product will be signed and sealed by the EOR for the design effort.

The planning-level “*Opinion of Probable Construction Costs*” document follows:

# MAGNOLIA BEACH ROAD SHARED-USE PATH PHASE III

OPINION OF PROBABLE CONSTRUCTION COSTS  
8/21/2024



ITEM NUMBER	ITEM DESCRIPTION	UNITS	ROADWAY		
			QUANTITY TOTAL	UNIT COST	PROJECT COST
0101-1	MOBILIZATION	LS	1	\$ 66,744.64	\$ 66,744.64
0102-1	MAINTENANCE OF TRAFFIC	LS	1	\$ 40,046.78	\$ 40,046.78
0104-10-3	SEDIMENT BARRIER	LF	1373	\$ 5.50	\$ 7,551.50
0104-18	INLET PROTECTION SYSTEM	EA	6	\$ 600.00	\$ 3,600.00
0110-1-1	CLEARING AND GRUBBING (SEE PAY ITEM NOTES)	LS	1	\$ 38,000.00	\$ 38,000.00
0110-7-1	MAILBOX, F&I SINGLE	EA	1	\$ 750.00	\$ 750.00
0120-1	REGULAR EXCAVATION	CY	350.2	\$ 55.00	\$ 19,261.00
0120-2-2	BORROW MATERIAL (TRUCK MEASURE)	CY	114.5	\$ 60.00	\$ 6,870.00
0160-4	TYPE B STABILIZATION	SY	1569	\$ 23.00	\$ 36,087.00
0285-704	OPTIONAL BASE, BASE GROUP 04	SY	1351	\$ 26.00	\$ 35,126.00
0285-706	OPTIONAL BASE, BASE GROUP 06	SY	116	\$ 85.00	\$ 9,860.00
0327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	164.6	\$ 19.00	\$ 3,127.40
0334-1-11	SUPERPAVE ASPH CONC, TRAFFIC A	TN	102.9	\$ 260.00	\$ 26,754.00
0334-1-53	SUPERPAVE ASPH CONC, TRAFFIC C	TN	21.8	\$ 300.00	\$ 6,540.00
0400-0-11	CONC CLASS NS, GRAVITY WALL	CY	49.5	\$ 1,650.00	\$ 81,675.00
0425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	2	\$ 7,500.00	\$ 15,000.00
0425-1-541	INLETS, DT BOT, TYPE D, <10'	EA	2	\$ 8,800.00	\$ 17,600.00
0425-1-559	INLETS, DT BOT, TYPE E, MODIFY	EA	1	\$ 14,500.00	\$ 14,500.00
0425-2-41	MANHOLES, P-7, <10'	EA	2	\$ 8,300.00	\$ 16,600.00
0430-175-118	PIPE CULV, OPT MATL, ROUND, 18" S/CD HDPP	LF	970	\$ 130.00	\$ 126,100.00
0430-175-124	PIPE CULV, OPT MATL, ROUND, 24" S/CD RCP	LF	78	\$ 195.00	\$ 15,210.00
0430-175-124	PIPE CULV, OPT MATL, ROUND, 24" S/CD HDPP	LF	35	\$ 165.00	\$ 5,775.00
0436-1-1	TRENCH DRAIN, STANDARD	LF	36	\$ 525.00	\$ 18,900.00
0515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	LF	150	\$ 130.00	\$ 19,500.00
0520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	84	\$ 40.00	\$ 3,360.00
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	179	\$ 47.00	\$ 8,413.00
0522-1	CONCRETE SIDEWALK AND DRIVEWAYS 4"	SY	4	\$ 75.00	\$ 300.00
0522-2	CONCRETE SIDEWALK AND DRIVEWAYS 6"	SY	94	\$ 150.00	\$ 14,100.00
0524-1-1	CONCRETE DITCH PAVT, NR, 3"	SY	97	\$ 100.00	\$ 9,700.00
0526-1-1	ARCHITECTURAL PAVERS, ROADWAY	SY	91	\$ 250.00	\$ 22,750.00
0527-2	DETECTABLE WARNINGS	SF	156	\$ 45.00	\$ 7,020.00
0536-73	GUARDRAIL- REMOVAL	LF	118	\$ 240.00	\$ 28,320.00
0550-10-220	FENCING, WOOD FENCE, 5.1-6.0'	LF	355	\$ 33.00	\$ 11,715.00
0570-1-2	PERFORMANCE TURF, SOD	SY	1337	\$ 7.50	\$ 10,027.50
1080-21-400	UTILITY FIXTURE, VALVE/METER BOX, RELOCATE	EA	1	\$ 2,250.00	\$ 2,250.00
1644-800	FIRE HYDRANT, RELOCATE	EA	2	\$ 6,250.00	\$ 12,500.00
0700-1-11	SINGLE POST SIGN, F&I, GROUND MOUNT, UP TO 12 SF	AS	1	\$ 500.00	\$ 500.00
0700-1-50	SINGLE POST SIGN, RELOCATE	AS	2	\$ 325.00	\$ 650.00
0700-1-60	SINGLE POST SIGN, REMOVE	AS	1	\$ 50.00	\$ 50.00
0710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	\$ 8,500.00	\$ 8,500.00
0711-14-123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	132	\$ 22.00	\$ 2,904.00
TOTAL				\$	774,237.82



Attachment xx:

## Cost Estimate Spreadsheet with Quantities

Narrative (continued):

The ‘*Infrastructure Cost Table Summary*’ excerpt from the Grant Application document (page 14) is pasted below for convenience of the reviewer:

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)	<input type="checkbox"/>							
PD&E	<input type="checkbox"/>							
Preliminary Engineering / Design (PE)	<input checked="" type="checkbox"/>	07/01/2025	06/30/2026	\$ 61,939		\$ 15,485		\$ 77,424
Environmental Assessment (associated with PE)	<input checked="" type="checkbox"/>	07/01/2025	06/30/2026	incl in PE		incl in PE		incl in PE
Permits (associated with PE)	<input checked="" type="checkbox"/>	07/01/2025	06/30/2026	incl in PE		incl in PE		incl in PE
ROW	<input type="checkbox"/>							
Construction	<input checked="" type="checkbox"/>	07/01/2026	06/30/2027	\$ 619,390		\$ 154,848		\$ 774,238
CEI	<input checked="" type="checkbox"/>	07/01/2026	06/30/2027	\$ 61,939		\$ 15,485		\$ 77,424
Other costs (describe)	<input type="checkbox"/>							
Total Infrastructure Project Cost Estimate								\$ 929,086

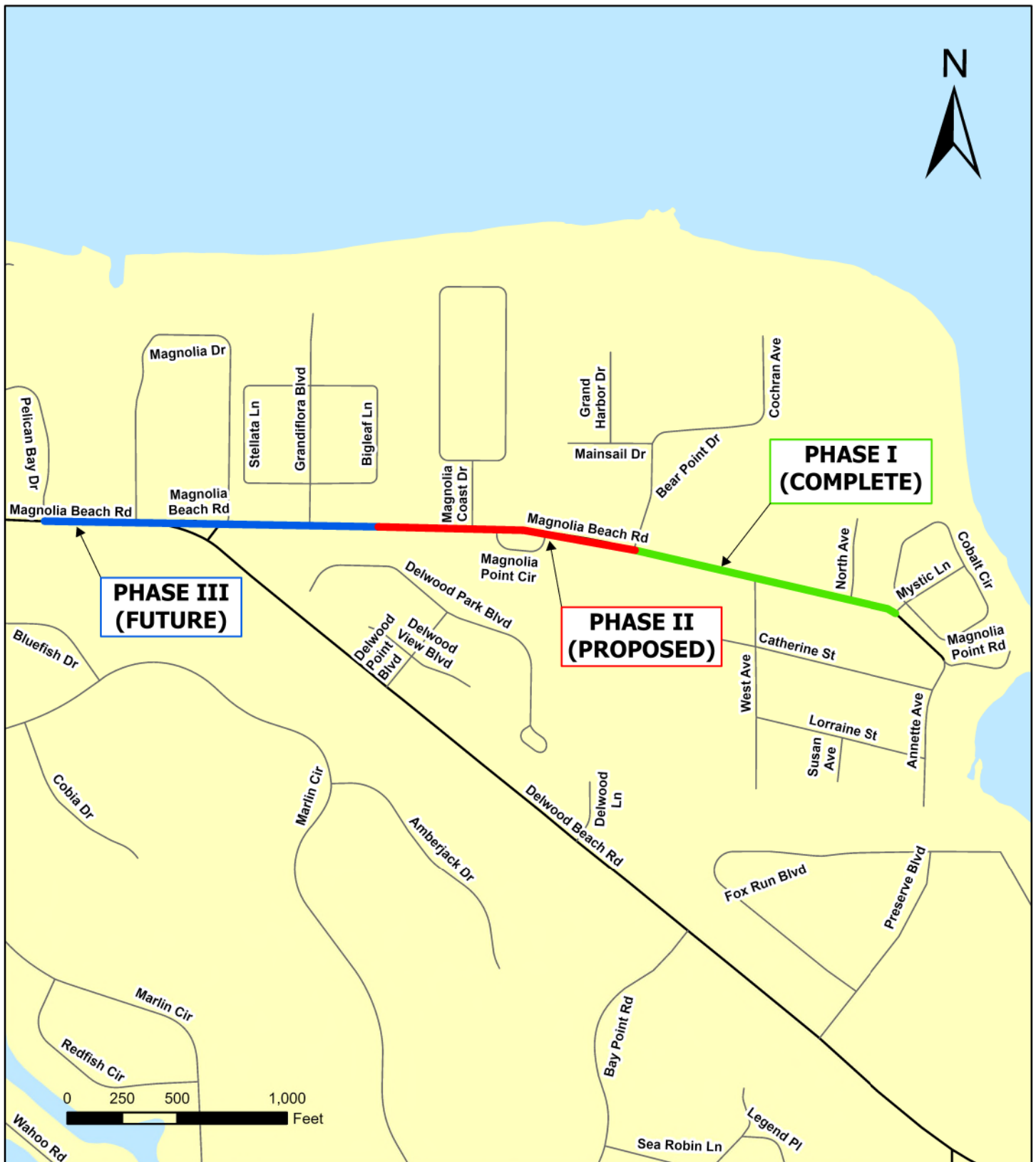
Attachment:

Signed Resolution

Narrative:

Resolution forthcoming from Bay County Bay County Board of County Commissioners (BOCC).

NOTE: Resolution signed by BOCC Chairperson to be uploaded the GAP system well in advance of the FDOT deadline Emerald Coast Regional Council to deliver the Final Priority List to the Department.



## LOCATION AND PHASE MAP

### MAGNOLIA BEACH RD



Attachment:

Typical Sections(s)

## Narrative:

Proposed project is for the design phase, therefore typical sections will be produced as part of that effort.

Attachment:

Right-of-Way Ownership

## Narrative:

It is hereby certified by submission of this application that all right-of-way necessary to construct this project is already existing, and owned exclusively in its entirety by Bay County as part of its county road system.

NOTE: Specific documentation attesting to ownership by Bay County government will be reproduced, organized, embedded into this TA Grant Application, and uploaded the GAP system well in advance of the FDOT deadline upon notice by Emerald Coast Regional Council that this project is shortlisted to move forward.



Attachment:

Right of Way Maps

## Narrative:

As noted in the previous section, all right-of-way necessary to construct this project is already existing, and owned exclusively in its entirety by Bay County as part of its county road system.

Right-of-way maps are existing and readily available for all segments of roadway to be affected by this proposed project, and are stored on either physical hardcopy or electronic media at the Bay County Government Center facility located at the following address:

Bay County Public Works Department  
840 West 11<sup>th</sup> Street  
Panama City, FL 32401

NOTE: Specific right-of-way maps and associated documentation delineating and attesting to ownership by Bay County government will be reproduced, organized, embedded into this TA Grant Application, and uploaded the GAP system well in advance of the FDOT deadline upon notice by Emerald Coast Regional Council that this project is shortlisted to move forward.

Attachment:

Bicycle Pedestrian Master Plan

## Narrative:

The Bay County Bicycle Pedestrian Master Plan was originally established in 2006, and has experienced several periodic updates over the last many years. The most recent amendment to the document was facilitated by Emerald Coast Regional Council staff in 2013, and was endorsed by the Bay County TPO on September 25<sup>th</sup> of that year (Resolution 13-19).

The Bay County Bicycle Pedestrian Master Plan is referenced alongside the FDOT Florida Bicycle and Pedestrian Strategic Safety Plan (2017) in the Goals and Objectives for the Bay County 2045 Long Range Transportation Plan adopted in April 2020.

The Bay County Bicycle Pedestrian Master Plan document is maintained on the Emerald Coast Regional Council website at the following URL:

[https://cms3files.revize.com/emeraldcoast/document\\_center/Programs/Bay%20County%20TPO/Plans%20and%20Documents/BicyclePedestrianPlanAmendment-10-2013.pdf](https://cms3files.revize.com/emeraldcoast/document_center/Programs/Bay%20County%20TPO/Plans%20and%20Documents/BicyclePedestrianPlanAmendment-10-2013.pdf)



Attachment:

Public Involvement Section / Letters of Support

Narrative:

The U.S. Navy (NSA Panama City) and the Bay Economic Development Alliance (Bay EDA) have both endorsed the Magnolia Beach Multi-Use Path Project.

This formal endorsement is conveyed within the following pages, in the form of excerpts from recent Defense Infrastructure Grant (DIG) applications for the project.

The NSA Panama City Base Commander and the Bay EDA President and CEO both endorsed the applications as signatories.

Excerpts of the recent DIG applications appear as follows:

# Bay County, FL Multi-Use Path

## Original Grant Application Response

Solicitation Number: COM 24-RFA-002-DIG

Title: Florida Defense Infrastructure Grant Program

Response Due Date & Time: November 27, 2023 5:00 P.M. EST

Respondent's name: Bay County

Address: 840 W 11<sup>th</sup> Street, Panama City FL, 32401

Point of Contact: Keith Bryant, Public Works Director

Phone: 850-248-8302, Fax:850-248-8749, [kbryant@baycountyfl.gov](mailto:kbryant@baycountyfl.gov)

Alternate Point of Contact: Josee Cyr, P.E. Engineering Division  
Manager/Assistant Public Works Director

Phone: (850) 248-8301, [Jcyr@baycountyfl.gov](mailto:Jcyr@baycountyfl.gov)

Federal Employer Identification (FEID) Number: 59-6000512



**PUBLIC WORKS DEPARTMENT**  
**Traffic Engineering Division**  
**840 W. 11<sup>th</sup> Street**  
**Panama City, Florida 32401**

November 20, 2023

**BOARD OF COUNTY  
COMMISSIONERS**

[WWW.BAYCOUNTYFL.GOV](http://WWW.BAYCOUNTYFL.GOV)

840 WEST 11<sup>TH</sup> STREET  
PANAMA CITY, FL 32401

COMMISSIONERS:

TOMMY HAMM  
DISTRICT I

ROBERT CARROLL  
DISTRICT II

WILLIAM T. DOZIER  
DISTRICT III

DOUGLAS MOORE  
DISTRICT IV

CLAIR PEASE  
DISTRICT V

ROBERT J. MAJKA  
COUNTY MANAGER

Solicitation Number: COM 24-RFA-002-DIG  
Title: Florida Defense Infrastructure Grant Program  
Response Due Date & Time: November 27, 2023 5:00 P.M. EST  
Respondent's name: Bay County  
Address: 840 W 11th Street, Panama City FL, 32401  
Point of Contact: Keith Bryant, PE, PTOE, Chief Infrastructure Officer  
Phone: 850-248-8302, Fax: 850-248-8749, [Kbryant@baycountyfl.gov](mailto:Kbryant@baycountyfl.gov)  
Alternate Point of Contact: Josee Cyr, Engineering Division Manager/Assistant  
Public Works Director  
Phone: (850) 248-8301, [Jcyr@baycountyfl.gov](mailto:Jcyr@baycountyfl.gov)  
Federal Employer Identification (FEID) Number: 59-6000512

Dear Ms. Strickland,

Bay County, Florida, is pleased to submit the attached response to solicitation for the Florida Defense Infrastructure Grant program, COM 24-RFA-002-DIG.

By virtue of submission, I, Keith Bryant, declare that all information provided is true and correct and hereby affirm that the authorized representative has authority to bind the applicant.

We appreciate your consideration of this application and will stand by to assist if any other information is required. Please feel free to contact me at the contact information above.

Sincerely,

Keith Bryant, PE, PTOE  
Chief Infrastructure Officer  
Bay County, FL


**16. Signatures**

In accordance with Section 288.980(5), Florida Statutes, grant requests will be accepted only from economic development applicants that will have the authority to maintain the project upon completion. The Applicant, Base Commander, and Local Economic Development Official must complete this item, as it relates to the proposed project(s) specified in Attachment B — Grant Application only.

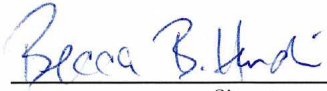
**Applicant**

By	 Signature
	Keith Bryant Printed Name
Title	Chief Infrastructure Officer
Date	11/20/2023

**Base Commander (or Designee)**

By	 Signature
	MICHAEL K. MOSI Printed Name
Title	COMMANDING OFFICER
Date	17 NOVEMBER, 2023

**Local Economic Development Official (or Designee)**

By	 Signature
	Becca B. Hardin Printed Name
Title	President BayENA
Date	11/17/23



**Transportation Alternatives (TA)  
Set-Aside Program Application**

**Bay County  
Pedestrian/Bicycle Facility Project  
(Magnolia Beach Drive)**

**Applicant's  
Self-Scoring Exercise  
with Support Narrative**

	<b>Evaluation Category</b>	<b>Scoring (Maximum Points Possible)</b>	<b>Project Score</b>
Criterion 1	Safety	25	13
Criterion 2	Connectivity	15	10
Criterion 3	Proximity to Population Served	10	10
Criterion 4	Public Support	15	10
Criterion 5	Proximity to School	15	—
Criterion 6	Design Amenities	10	7
Criterion 7	Environmental/Archaeological Projects/ Historic Preservation	5	—
Criterion 8	Age of Project <i>1 point per year, capped at 5 years</i>	5	5
	Total	100	55

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

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

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

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

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



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

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

Total Points for Safety Criteria	13
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**Criterion 2: Connectivity** - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

<b>General Connectivity - <u>Provide a brief description for each claimed criterion – notate on map where applicable</u></b>	<b>Pts</b>	
Improves access to commercial areas	1	1
Improves access to parks and recreational areas	3	
Provides pedestrian/bicycle facilities where none exist	3	3
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	1	1
Fills a documented gap in an existing transportation network	2	2
Demonstrates joint multi-jurisdictional partnership	2	

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

<b>Total Points for Connectivity Criteria</b>	<b>10</b>
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**Criterion 3: Proximity to Population Served-** Project makes significant

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

**Maximum Points Allowed: 10**

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

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

**Total Points for Proximity to Population Served Criteria**

**10 (max)**



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

Public Support (select one)	Pts	
Letter of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source)	10	10
Letter of support from 2 local governments; or a letter of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)	15	

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

Total Points for Public Support Criteria	10
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**Criterion 5: Proximity to School** - Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools program.

Proximity to School - <u>List the name and address of schools within the 2-mile project radius</u>	Pts	
Project >2 miles from a school	0	
Project within 1-2 miles of a school	10	
Project within 1 mile of a school	15	

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

<b>General Design - <u>Provide a brief description for each claimed criterion</u> – <u>notate on map where applicable</u></b>	<b>Pts</b>	
Addresses both walking and biking	2	2
Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	2	2
Provides bike parking or seating for pedestrians	1	
Provides trailheads, staging areas and parking	1	
Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	1	
Prior Phases of this project are under construction or have been completed. <i>Provide documentation for the prior phases.</i>	1	1
All Right of Way has been secured or none is needed	2	2
<b>Total Points Design Amenities Criteria</b>		7



## **Criterion 7: Environmental/Archaeological Projects/**

### **Historic Preservation**

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

**Criterion 8: Age of Project** - Please provide documentation of previous project date submittal.

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



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

Total project cost:

\$ 929,086

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.

\$ 743,268 state

\$ 185,818 local

Total length of the project (miles) ?

0.280 m

How many intersections are located within the project boundaries?

9

Does the project address a unique safety issue not detailed in the Safety Criteria?

no

Project Readiness – Project Phase as submitted:

Conceptual Only

Preliminary Plans Complete

Final Plans Complete (shovel ready)

**Transportation Alternatives (TA)  
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**Bay County  
Pedestrian/Bicycle Facility Project  
(Magnolia Beach Drive)**

**Applicant's Support Narrative**

### **Criterion 1 – Safety**

Primary objective of the project is to complete final segment of path that is being designed and constructed in phases.

Crash Frequency categorized as “low” according to evaluation criteria of < 3 pedestrian/cyclist crashes in the last 5 years.

Speed Limit is ‘posted’ at 35 mph and 45 mph – however, typical ‘operating speed’ of motorists has been measured to be > 45 mph (in spite of ‘posted’ speed).

Proximity to Veteran’s Medical Clinic is relevant, as elderly and disabled citizens routinely frequent the facility.

Physical separation by either curb and gutter or offset from existing travel lane will be provided in consideration of ROW constraints.

AADT volume of 12,400 is reflected in the January 2025 Bay County Concurrency System database.

### **Criterion 2 – Connectivity**

Purpose of project is to complete final segment of path that is being incrementally designed and constructed in phases.

Establish access between existing path to provide connectivity commercial retail developments, Veteran’s Medical Clinic, as well as adjacent residential neighborhoods.

Pedestrian/bicycle facilities will be provided along the final segments where no such facilities currently exist, also connecting to existing facilities.

Completed path will connect Veteran’s Medical Clinic to existing path, which is also a transit stop on the local Public Transit System.

### **Criterion 3 – Proximity to Population Served**

High Interest – Completed path will provide access to Major Employment Center (Publix, Winn-Dixie, and numerous commercial establishments within those shopping plazas.

Moderate Interest – Completed path will provide access to aforementioned retail establishments, the aforementioned Health Clinic, as well as grocery stores and restaurants.

Low Interest – Completed path will complete an overall bicycle/pedestrian facility, the aforementioned transit stop, and residential developments offering a wide diversity of housing types (incl. low density single family developments).

### **Criterion 4 – Public Support**

Credit claimed (10-points) in consideration of single support document, a recent Department of Navy and Bay County Economic Development Alliance organization grant endorsement.

### **Criterion 5 – Proximity to School**

No points claimed.

### **Criterion 6 – Design Amenities**

Project addresses both walking and biking bicycle aspects.

Design will provide for significant separation of roadway and path facility users.

As mentioned, proposed project will complete an overall path facility that has been constructed in multiple phases.

Project to be constructed within existing right-of-way.

### **Criterion 7 – Environmental/Archeological/Historic Preservation**

No points claimed.

### **Criterion 8 – Age of Projects**

Project is proposed as final segment of multi-phased project that started over five years ago, thereby demonstrating perseverance and commitment of the local agency and associated stakeholders to construct an overall comprehensive path facility.