

# Florida Department of Transportation District Three Transportation Regional Incentive Program

Project Name:
TRIP was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.
If selected for funding, the Florida Department of Transportation (FDOT) will pay up to 50 percent of project costs for public transportation facility projects. Projects must: "Serve national, statewide, or regional functions and function as part of an integrated regional transportation system".
While there is no rigid application procedure, the District has created this form for Implementing Agencies and Regional Transportation Authorities to facilitate the assembly of pertinent project information related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.
Date:
Origin of Request (Applying RTA):
Contact Person:
Address:
Phone: E-mail:
Implementing Agency¹:
Contact Person:
Address:
Phone: E-mail:
Project Information:
Facility:
Project Limits:
Work to be performed:

Project Information	on Conti	nued:			
Describe how the pro	oject will ir	mprove regional mobility within the	e Regional Transportation Area:		
Attachment A: Project	l <mark>ocation map</mark>	and support data for regional mobility, a	as appropriate.		
Describe how the pro	oiect reflec	cts the below statutory guidelines	under which the District will prioritize and		
	_	or funding <sup>2</sup> (Check those that appl	_		
		connectivity to the SIS,	· ·		
	Supports	economic development and goods n	novement in Rural Areas of Opportunity,		
	Is subject	t to local ordinances that establish co	orridor management techniques,		
	Improves	connectivity between military installa	ations and the Strategic Highway Network		
	(STRAHN	NET) or the Strategic Rail Corridor Ne	etwork (STRACNET).		
<b>D</b> 41 1 41			V 01		
Does this project inc			Yes/No		
_	•	* *	Environmental Study must be completed in		
accordance with the National Environmental Policy Act.					
	oes this project have design plans available?  ttachment B: If yes, Environmental Study and/or Design plans.  Yes/No				
Attachment B. If yes, Environmental study and/or Design plans.					
<b>Project Funding:</b>					
	atching fund	ds per phase and any restrictions on	availability. Each phase requested (i.e.,		
	_		y match unless the agency is within a Rural		
	Each phase	shall be separated by at least 2 fisca	al years (Department's fiscal year runs from		
July to June).	=>/	-DOT 4			
Phase Requested PDE:	FY I	FDOT Amount	Local Match		
R/W:					
Design:					
Construction:					
Attachment C: The pla	<mark>nned projec</mark> t	construction schedule.			
Is the Agency eligible	e for a wai	ver of up to 50% of the project cos	st? <sup>3</sup> Yes/No		
Has other funding be	en reques	ted for any part of this project?	Yes/No		
(SCRAP, SCOP, CIGP, HSIP, SRTS, TA, Grant, etc.) If Yes, Name:					
How will TRIP fundin	g accelera	te this project's implementation?			

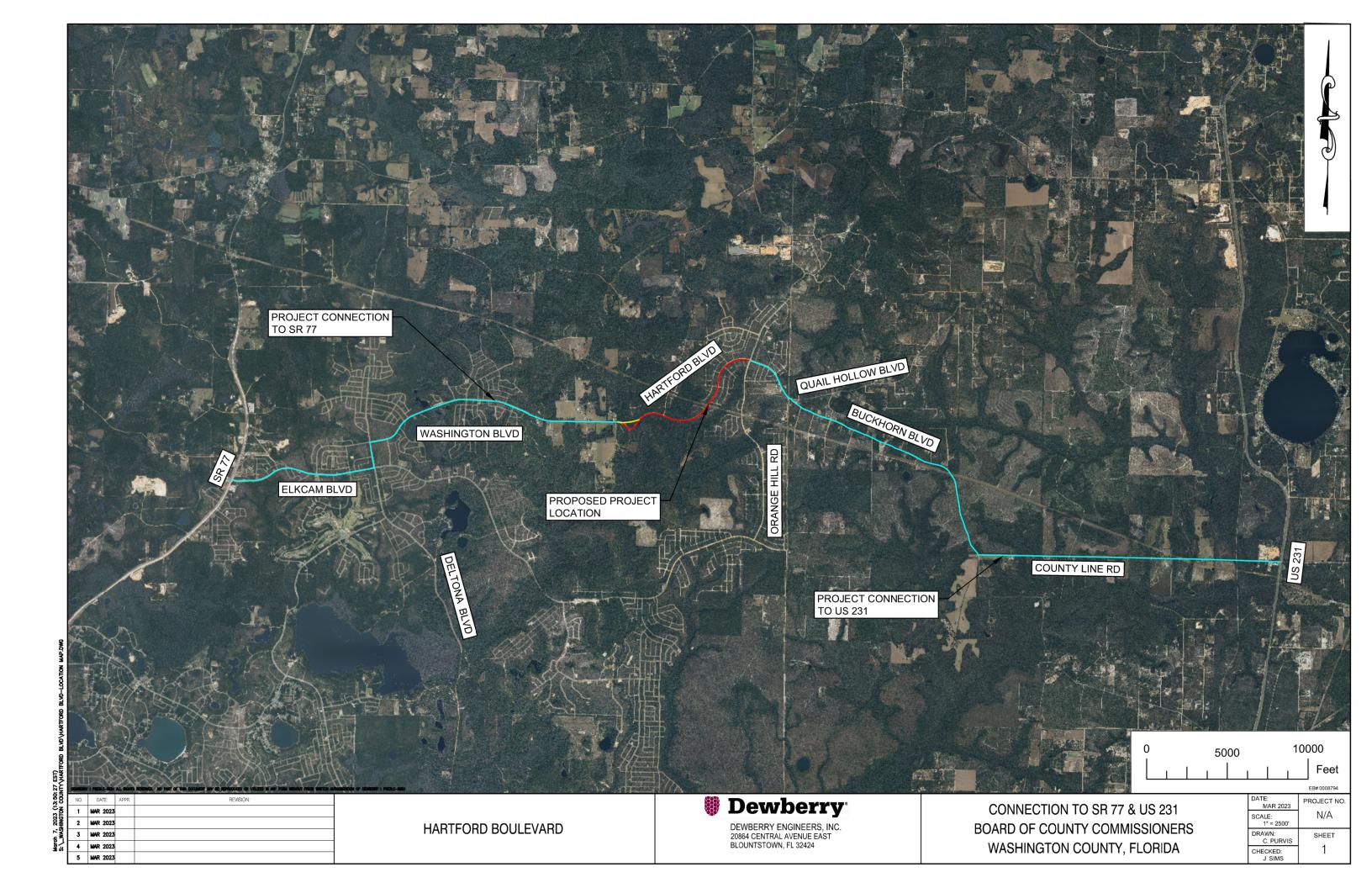
Regional Transportation Area4:
Describe the regional coordinating entity responsible for the prioritization of the candidate project and how the entity qualifies for TRIP funding as a Regional Transportation Area:
Has a copy of the RTA's interlocal agreement that addresses the statuatory requirements <sup>5</sup> been previously submitted to the Department?
Yes/No
If no, please explain:
Attachment D: Review the authorizing interlocal agreement and any supporting documentation. Include the agreement with
the application if updates to signatures, dates, or any other information is revised.
Is there a Regional Transportation Plan that demonstrates the completion of the following?
Adopted system map or listing of facilities, showing the facility to be improved has been identified by the
Regional Transportation Area as part of an integrated regionally significant transportation system.
The prioritized list of regionally significant projects developed by the Regional Transportation Area.  If no, please explain:
The product of product of the produc
Attachment E: Documentation of successful completion of a qualified Regional Transportation Plan (include map).
Project Qualification Information:
Does the project appear in the capital improvement schedule of the local  Yes/No
comprehensive plan? If no, explain:
Attachment F: If available, add documentation that the candidate improvement appears in the capital improvement schedule
of the local comprehensive plan. <sup>6</sup>
<b>Attachment G:</b> Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is
on a Strategic Intermodal System. <sup>7</sup>

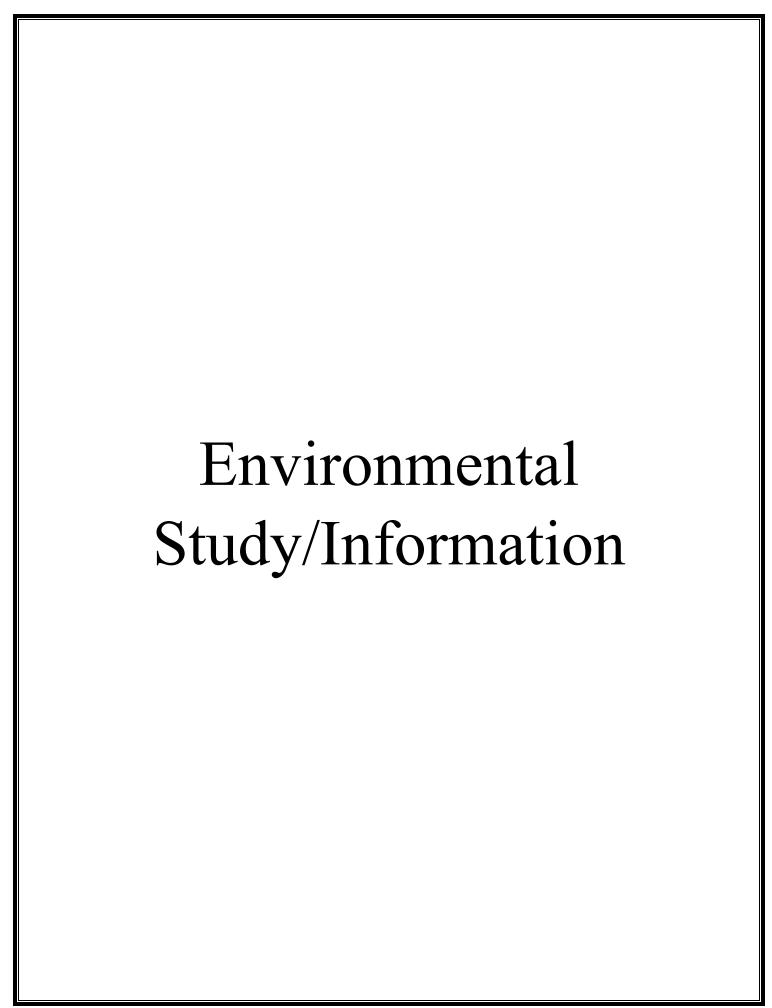
Project Qualification Information Continued:
Attachment H: Document that the project meets the following TRIP statutory eligibility requirements. 8
Supports facilities that serve national, statewide or regional functions and function as an integrated transportation system,
Be identified in appropriate local government capital improvements program(s) or long term concurrence management system(s) that are in compliance with state comprehensive plan requirements,  Be consistent with the Strategic Intermodal System (SIS),
<ul> <li>✓ Be in compliance with local corridor management policies, and</li> <li>Have commitment of local, regional or private matching funds (if no waiver).</li> </ul>
This application is a good faith commitment from the applicant that matching funds will be available. As such, the Department requires that the Chairman of the Governing Board of the Municipality/Authority committing the funds sign this application (electronic signature accepted):
Supporting Narrative:  Signature:   Land Pttis f
FDOT funded a preliminary engineering study for the Elkcam Connector Road through the TRIP program for \$330,000 to evaluate the connection between US-231 and SR-77 that was supported by adjacent counties and was supported strongly at community meetings in Washington and Jackson Counties.  The Feasibility Study funded by FDOT suggested that the need for an eastern connection to US-231 was needed. The traffic studies indicated that significant traffic would be eliminated from both SR-77 and SR-20 if the eastern connection was in place.
Please submit application with supporting information and documentation, including the following Attachments A-H, electronically to:  Florida Department of Transportation, District Three Tanya Sanders Branton, TRIP Coordinator tanya.branton@dot.state.fl.us_phone (850) 330-1550
Attachment A: Project location map and support data, as appropriate.  Attachment B: Environmental Study and/or Design Plans, if available.  Attachment C: The planned project construction schedule.  Attachment D: The authorizing interlocal agreement and any supporting documentation as appropriate. Check Signatures and Dates.  Attachment E: Documentation demonstrating successful completion of a qualified Regional Transportation Plan.

- Attachment F: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan. 6
- Attachment G: Document that level-of-service standards for the facility to be improved have been adopted by the local government if on the

Attachment H: Document that the candidate project meets the TRIP statutory eligibility requirements. 8

- 1. Identify the agency responsible for meeting the financial requirements of the TRIP program.
- 2. Section 339.2819(4), F.S.
- 3. A reduction or waiver of match requirements will not increase the amount of funding provided under the TRIP beyond 50% of the total cost.
- 4. Section 339.155(4)(c), (d), and (e) and Section 163.01, F.S.
- 5. Section 339.155(4)(d), F.S.
- 6. Section 163.3177(3), F.S.
- 7. Though concurrency requirements were repealed, FDOT consultation is still required with regards to Level of Service Standards if the proposed project impacts the Strategic Intermodal System.
- 8. Section 339.2819(4)(a), F.S.





### Hartford Road, Washington County, FL Section 404, GP 331.217 Linear Transportation Comments

We are providing you with the information for the General Permit 62-331.217 (Nationwide 14) proposed road re-alignment and paving of Hartford Road in the Deltona Community southeast of Wausau in Washington County, Florida (Exhibit 1). Hartford Road presently connects to Washington Road south of the proposed re-alignment as shown on the detailed location map (Exhibit 1A). The project purpose is two-fold; both for safety and arterial connectivity and is receiving funding through FEMA. The existing alignment has a sharp curve that results in numerous single and head-on accidents. The BOCC voted for the re-alignment as result of these accidents and complaints from local school bus drivers. Additionally, the proposed improvements would complete a paved connection from SR-77 to US 231 which would serve better serve the south end of the county with evacuation and emergency response.

### **Project site**

The proposed re-alignment/paving segment is in a rural area and is outlined in red on the attached 2019 Aerial Photograph (Exhibit 2). The aerial shows a combination of vacant residential development to the east and rural homesite/farms to the west. The sharp curve of the existing clay road can be seen at the southwest end of the project area.

The western half of the project is located atop a ridge that separates the drainage divide between Harrell Branch and Oak Creek as shown on the attached quad map **(Exhibit 3).** In order to remove the curve and straighten the alignment, the road will be re-aligned in a manner that will cross the landward extent of Harrell Branch.

Soil data (Exhibit 4) from the NRCS indicates that the impact portion of the site contains two soil types: Lakeland sand, and Rutlege sand. The Lakeland series consists of very deep, excessively drained, rapidly permeable soils on nearly level to steep uplands. They do not have a water table within 80 inches, and have slopes ranging from 0 to 5 percent. The Rutlege series consists of deep, very poorly drained, rapidly permeable soils. These soils formed in thick sandy sediment on marine terraces. They are saturated in winter and early spring. The water table is at or near the surface for long periods, and shallow ponding is common. This mapping unit was limited to a portion of the alignment and aligned within the field delineated wetlands on-site.

A delineation was performed on the site using the 1987 Corp Manual. The jurisdictional feature was part of the landward extent drainage feature of Harrell Branch and was vegetated with the typical mixed pine forested wetland fringe species including slash pine, black titi, and scattered red ample and sweet bay. Canopy coverage was approximately 60% and sedimentation and normal winter die back limited the groundcover. These areas were flagged and delineated as shown on **Exhibit 5**.

The FLUCCS code map is attached as **(Exhibit 6)**. According to FLUCCS, the site has two mapping determinations 6300 Wetland Mixed Forested and 1920-Inactive Land with Street Pattern. The FNAI Natural Communities map that is attached as **(Exhibit 7)** more accurately describes this category of the roads with undeveloped platted lots and designates the road portion as 1840-Transportation and the remaining undeveloped uplands as Sandhill-1240.

### Purpose and need

Due to a limited availability of funding, many rural counties and towns including Wausau/Chipley in Washington County have maintained unimproved roads, under-designed roads, and roads that were constructed before the current minimum design standards were initiated for decades in order to serve the basic transportation needs of its residents. Washington County is making efforts to improve or upgrade roadways county-wide with a goal of increasing capacity and reducing road hazards for safety purposes as well as arterial connection for evacuation purposes.

This section of Hartford Boulevard will complete an east / west connection from SR-77 all the way to US-231 in Bay County. Buckhorn Boulevard is funded by FDOT and will commence construction activities in the near future. The paved Buckhorn Road connection combined with this section of Hartford Road would provide the first paved connection east/west for the entire south end of the Washington County and would help serve with evacuation efforts, emergency response, etc. To accomplish this, the County is exploring options that will generate the greatest safety benefits with the availability of limited funding.

The long-range objective is to bring existing roads into compliance with the specifications for road design and upgrades outlined in the Florida Department of Transportation's *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (Commonly known as the "Florida Greenbook").

The Florida Greenbook states the major objective in geometric design is to establish a vehicle path and environment providing a reasonable margin of safety for the motorist, transit, bicyclist, and pedestrian under the expected operating conditions and speed. Washington County, working within its existing ROW for most of the alignment but will need to "straighten" out Hartford Road. The proposed design provides a reasonable and consistent margin of safety at the expected operating speed while creating an environment that minimizes hazards, is as hazard free as practical, and is "forgiving" to a vehicle that has deviated from the travel path or is out of control as recommended.

#### **Proposed Impacts**

The proposed re-alignment project consists of a single wetland crossing that will impact 19,499-sq. ft. / 0.448-acres of wetlands and will require approximately 8315 cubic yards of fill. The headwater wetland only flows in response to rainfall and none of the fill will be below Ordinary

Water Level. Secondary impacts associated with the proposed project will account for another 0.123-acres of impact.

#### **Avoidance and Minimization**

In order to meet the Florida Greenbook standards, the road design must be straightened to meet safety standards. In order to incorporate the proposed safety measures, the impacts are unavoidable. The project has been designed to meet the General Permit criteria, which is a form of minimization. The project incorporates headwalls and riprap at the base of the toe slopes to reduce erosion potential and sedimentation into adjacent wetlands. BMP's and erosion control measures will be placed at the toe of all fill slopes and side slopes will be sodded upon completion.

### Mitigation

The project is located in the Lower Choctawhatchee Watershed (HUC 03140203) within the Bear Creek, Breakfast Point, and Devils Swamp, and Mitigation Bank service areas. The UMAM assessment resulted in a functional loss of 0.27-units. The applicant proposes to purchase 0.27 Mitigation from the Nokuse Bank; more specifically 0.27 flatwoods credit type for the State process and 0.27 palustrine credit type for the Federal 404 process. The UMAM Package is enclosed as **Attachment A**.

### **Erosion and Sediment Control**

The applicant proposes to place erosion control devices such as staked hay bales, silt fencing, sand bags and temporary berms along the perimeter of the project site and all other construction activities that result in more than minimal soil disturbance. The silt fence will be trenched 4 to 6 inches underground and backfilled on the uphill side to prevent under washing. Supplies and materials will be staged on the upland areas of the project and any disturbed areas will be seeded or sodded until permanent stabilization is achieved. The applicant will take all measures necessary to prevent erosion and sedimentation.

### **62-331.217** General Permit for Linear Transportation Projects.

- (1) This general permit authorizes the following activities:
- (a) Activities required for crossings of state-assumed waters associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, airport runways, and taxiways) in state-assumed waters.

The proposed project is to re-align Hartford Road located within Harrell Branch a headwater system in state-assumed waters.

1. The activity cannot cause the loss of greater than 1/2-acre of state-assumed waters.

The proposed project will result in 0.448-acres of headwater wetlands.

2. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

The proposed project is a culverted road crossing over a landward extent headwater and does involve stream channel modification.

(b) Temporary structures, fills, and work, including the use of temporary mats, necessary to construct the linear transportation project.

The proposed project does not include any temporary structures, fills or temporary matting.

- Appropriate measures must be taken to maintain normal downstream flows and minimize
  flooding to the maximum extent practicable, when temporary structures, work, and fill,
  including cofferdams, are necessary for construction activities, access fills, or dewatering
  of construction sites. N/A
- 2. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. **N/A**
- 3. Temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. **N/A**
- 4. The areas affected by temporary fills must be revegetated. N/A
- (2) This general permit does not authorize:

(a) Non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

The project is a surfacing and re-alignment project and no non-linear features are proposed or associated with this project.

- (b) Activities within the Belle Meade South area bounded by I-75 to the north, CR 951 to the west, Miller Canal to the east, and U.S. 41 to the south in Collier County. **N/A**
- (c) Activities within Golden Gate Estates, south of Alligator Alley in Collier County. N/A
- (d) Activities within Golden Gate Estates, that together with other activities exceed 0.5 acres of dredging or filling within Golden Gate Estates north of Alligator Alley in Collier County. N/A
- (3) The permittee must submit a notice of intent to use this general permit to the agency prior to commencing the activity if:
  - (a) The loss of state-assumed waters exceeds 1/10-acre.

The proposed project will result in 0.448-acres of headwater wetlands.

(b) There is dredging or filling in a special aquatic site, including wetlands.

The proposed filling is within WOTUS wetlands.

- (c) The project is in the following rivers, creeks, and their tributaries.
- 1. Escambia River
- 2. Yellow River
- 3. Shoal River
- 4. Choctawhatchee River
- 5. Chipola River
- 6. Apalachicola River
- 7. Ochlockonee River
- 8. Santa Fe River
- 9. New River (Bradford and Union County line)
- 10. Econfina Creek.

The project is within the extreme landward extent of Harrell Branch, a tributary to Choctawhatchee River.

(4) For activities that require notice of intent to use this general permit, the notice must include any other general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings that require authorization but do not require submittal of a notice of intent.

No other general permits are required for this project or are associated with this paving/realignment project.

(5) For linear transportation projects crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of the general permit authorization.

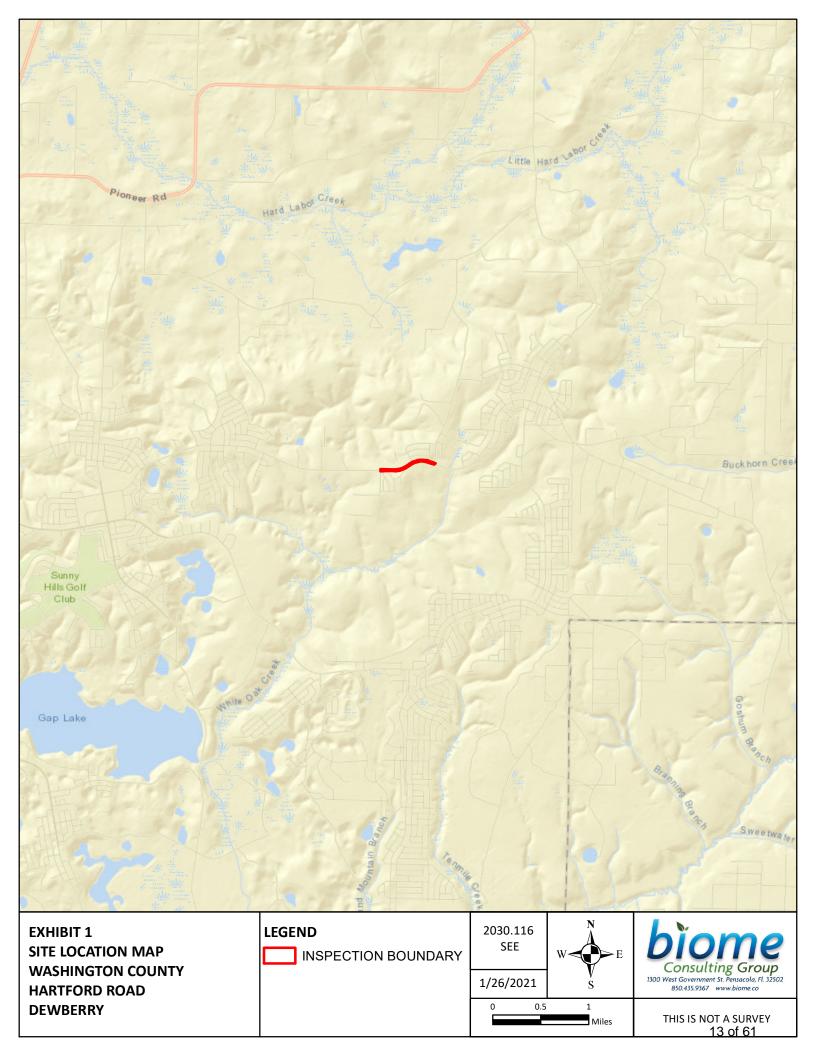
This is a linear transportation project and this is the only crossing proposed to re-align and pave the portion of Hartford Road between Rufus Road and Syfrett Road.

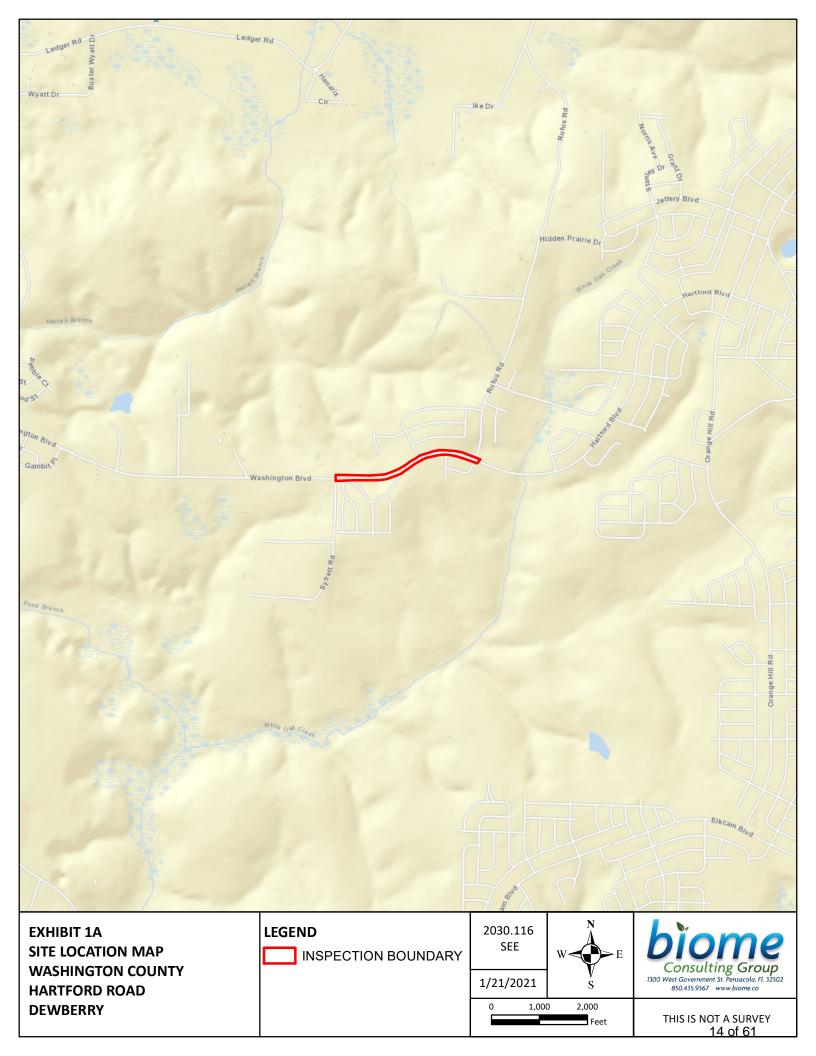
(6) The Agency shall require mitigation, when necessary, to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects.

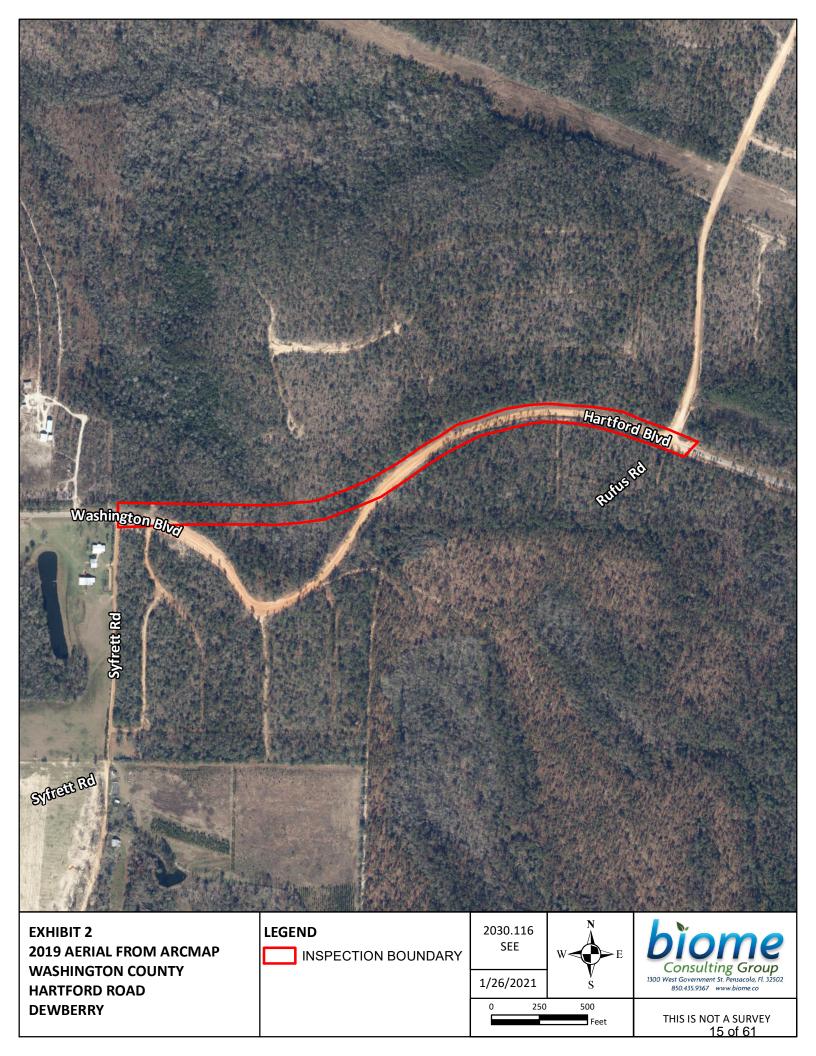
The proposed project will impact more than one-tenth acre and UMAMs have been prepared to assess project impacts. See the Attached UMAM package enclosed as Attachment A.

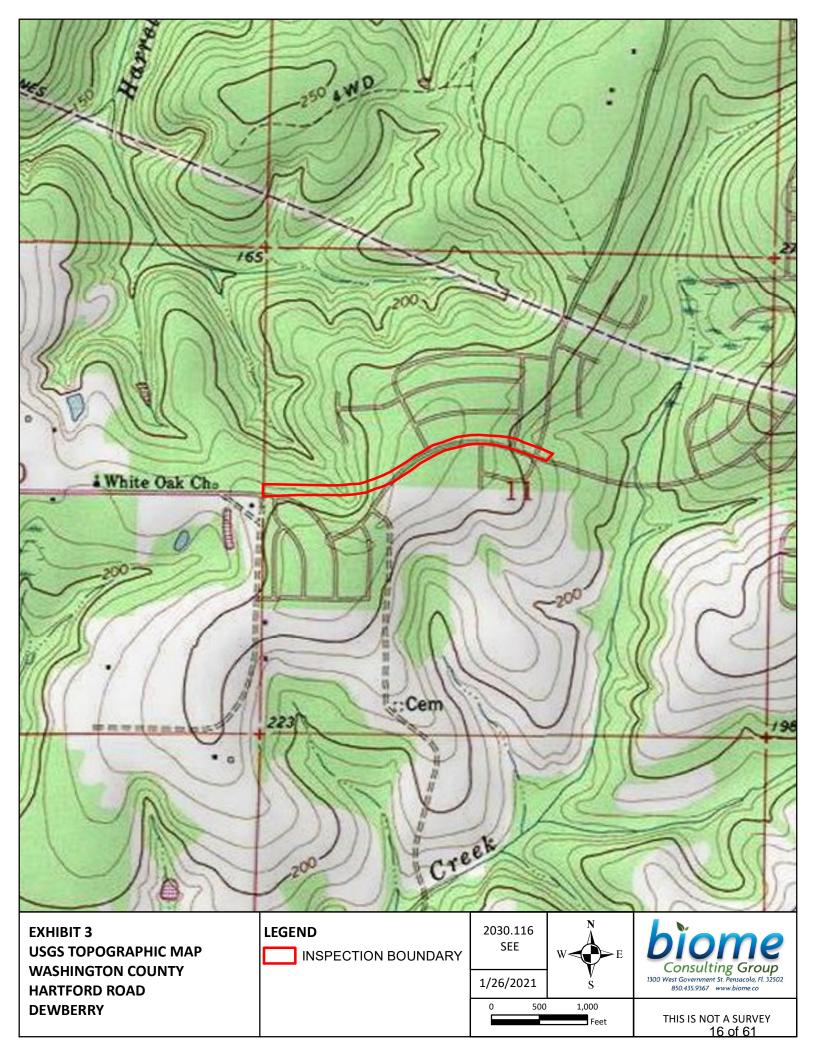
### **Aesthetic Comments**

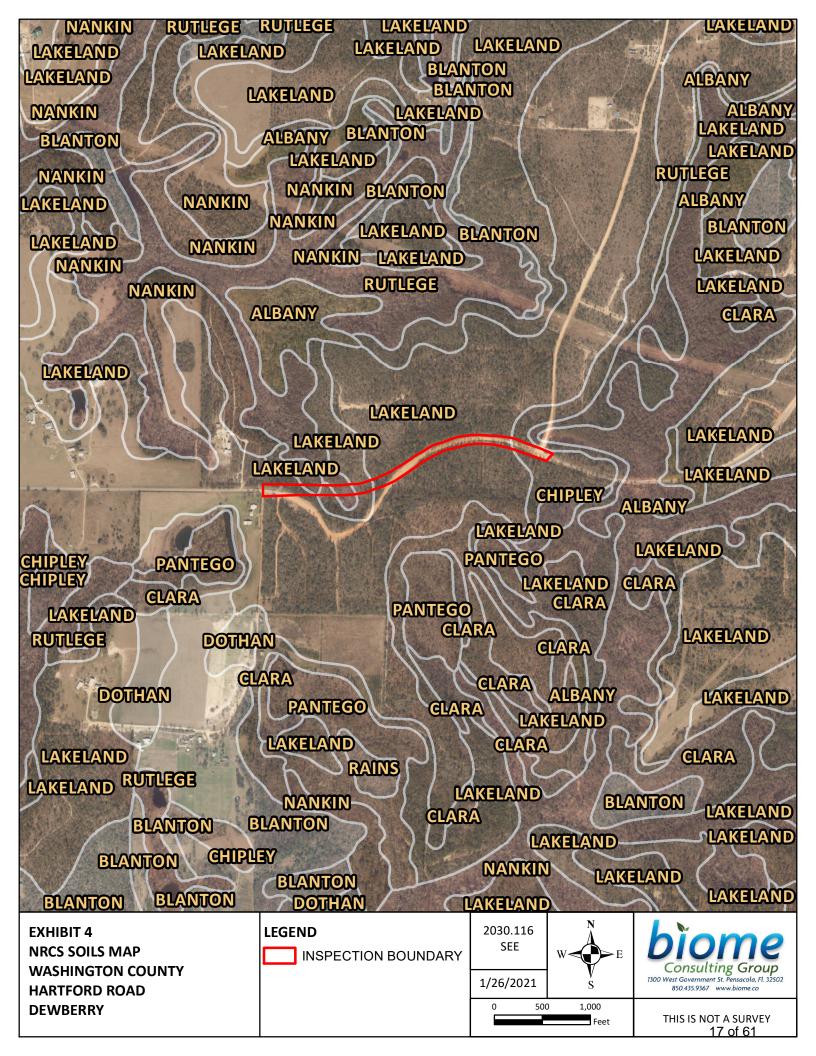
The proposed road is in a predominantly rural area with very little development. The proposed road with have no aesthetic impacts on the surrounding properties.

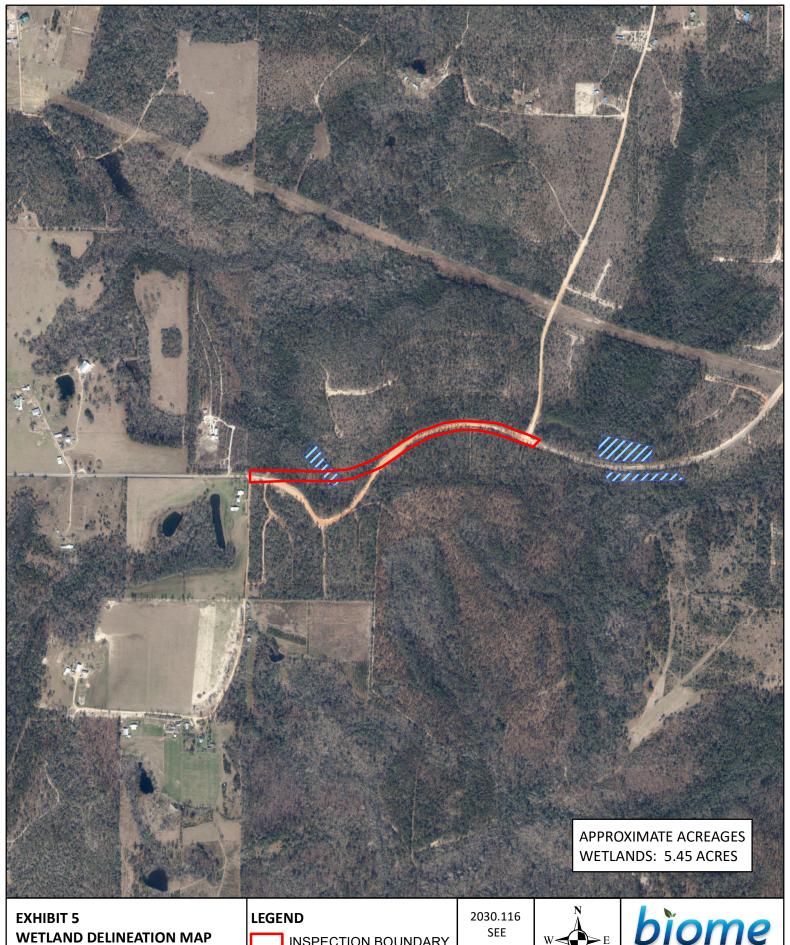












**WASHINGTON COUNTY HARTFORD ROAD DEWBERRY** 

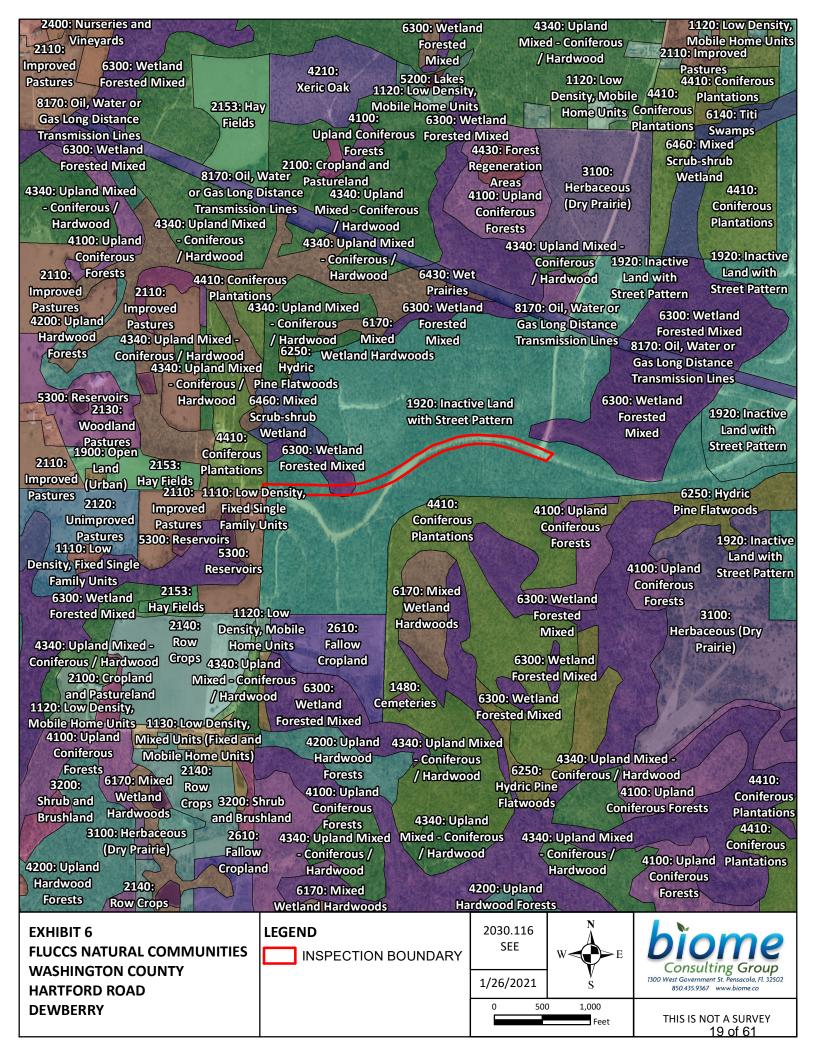
**INSPECTION BOUNDARY** PROJECT WETLANDS

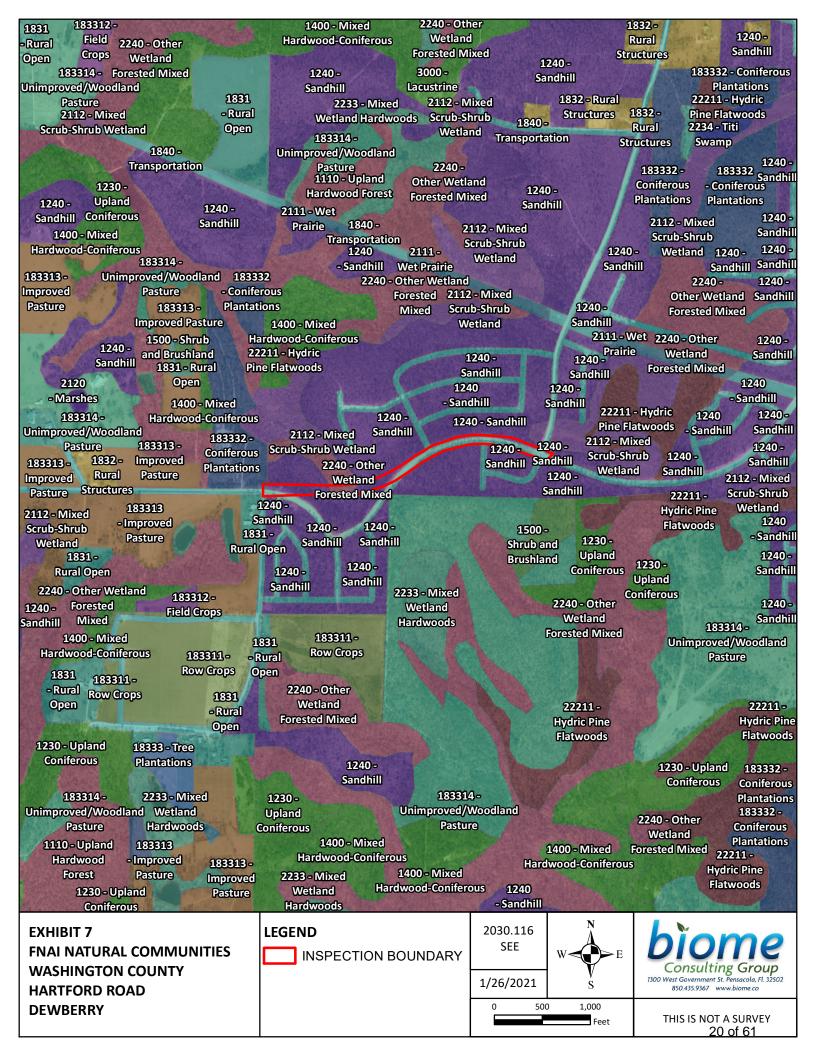
1/26/2021



Consulting Group
1300 West Government St. Pensacola, Fl. 32502
850.435.9367 www.biome.co

1,000 THIS IS NOT A SURVEY 18 of 61





### **ATTACHMENT A**

**UMAM PACKAGE** 

### PART I – Qualitative Description (See Section 62-345.400, F.A.C.)

Site/Project Name Application Num			per Assessment Area Name or Number					
Hartford Roa Washington Co	FDI	EP/Corps		Wetland forested Mixed (FLUCCS 630) Road wetland impact: 0.448-acre Secondary impact 0.125-acre				
FLUCCs code	Furthe	er classification (op	otional)	Imp	pact or Mitigation Site?	Assessment Area Size		
FLUCCS 630 Wetlands Foresto	ed				Impact	approximately 1 ac total area 0.45-ac wetland		
Basin/Watershed Name/Number	Affected Waterbe	ody (Class)	Special Classific	ation (i.e	e.OFW, AP, other local/state/fede	ral designation of importance)		
Choctawhatchee 03140203	Harrell Branch	ı (class III)			None			
Geographi Harrell Branch is a landward ex and the St. Andrews (HUC 03140		op the ridge/drain Harrell Branch fl ernon and eventu	age divide betwe ows north to Har ually into Chocta	een the	e Choctawhatchee Ba or Creek which turns v			
		Assessment area	description					
The wetland a landwaard extent moderate slope with adjacent s marginal ecotone b	and hill uplands. The	ese conditions res	sult in natural se ds with pine, titi,	dimen , red m	itation into the wetland naple and sweet bay w	ds. The wetland is a etlands.		
Significant	nearby features		Uniqueness (considering the relative rarity in relation to the regional landscape.)					
		common						
Ft	unctions		Mitigation for previous permit/other historic use					
Transitional ecotone between u water quality enhancement; fo species, including reptile	ed for wildlife	None						
Anticipated Wildlife Utilization Bas that are representative of the assessed be		Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the assessment area)						
A variety of small reptiles, mam	d invertebrates.	None						
Observed Evidence of Wildlif	e Utilization (List specie	es directly observe	d, or other signs s	such as	s tracks, droppings, cas	ings, nests, etc.):		
Som	ne variety of insects, s	songbirds, amphi	bians, reptiles, s	mall n	nammal usage.			
		Additional releva	ant factors:					
Assessme	nt conducted by:		Assessment date(s):					
Biome Co			December 1, 2020					

### PART II - Quantification of Assessment Area (impact or mitigation) (See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name			Application Number		Assessment Area	a Name or Number	
Hartford Road Impact or Mitigation			NWFWMD/Corps		Fill crossing		
			Assessment conducted by:		Assessment date:		
	Fill Impact	0.448	Biome Consulting Group		April 2021		
Scoring Guidance		Optimal (10)	Moderate(7)	Mi	nimal (4)	Not Present (0)	
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed  Condition is optimal and fully supports wetland/surface water functions		Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal le wetland	evel of support of /surface water unctions	Condition is insufficient provide wetland/surfact water functions		
.500(6)(a) Locatio Landscape Sup		Project site is a ru	ıral area in south Washingt	on County a	and Northwest Fl	orida in general.	
w/o pres or current 7	with						
.500(6)(b)Water Env (n/a for upland w/o pres or current 5		Scoring of a 5 due to: Th	ne wetland is an landward e and hydrology is subject t			p of the drainage divid	
.500(6)(c)Community  1. Vegetation ar 2. Benthic Comm  //o pres or current 5	nd/or		nds at the top of the draina om adjacent slopes and rui				
Score = sum of above scores/30 (if uplands, divide by 20)					For impact assessment areas		
current or w/o pres	with	Preservation adjustment			delta x acres =	Barge wetland	
0.57	0.00	Adjusted mitigation del	ta = <b>N/A</b>	FL =	0.57 x 0.45	= 0.254	
l	-	If mitigation					
Delta = [with-cur	rent]	Time lag (t-factor) =	N/A	F	or mitigation asse	ssment areas	
0.57		Risk factor =	N/A	RFG	= delta/(t-factor x	risk) = N/A	
			4				

Form 62-345.900(2), F.A.C. [effective date 02-04-2004]

### PART II – Quantification of Assessment Area (impact or mitigation) (See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name			Application Number		Assessment Area	a Name or Number	
					Fill crossing		
Hartford Road			NWFWMD/Co	rps	riii crossing		
	Impact or Mi	itigation	Assessment conducted by	y:	Assessment date:		
0		4.0405	Diama Canankina				
Secon	idary impac	t: 0.125-acre	Biome Consulting Group		April 2021		
Scoring Guidance		Optimal (10)	Moderate(7)		\$.611.c	Not Present (0)	
The scoring of each indicator is based on the scoring of the scori		Condition is optimal and	Condition is less than optimal, but sufficient to	Minimal le	vel of support of	Condition is insufficient to	
would be suitable for		rully supports wetland/surface water maintain most wetland/surface water provide wetland/surf					
type of wetland or sur water assessed	face	functions	wetland/surface water functions	unctions	water functions		
.500(6)(a) Locati Landscape Su		Wetlands within wet flat	woods typical in south V	Vashington Co	ounty and Northy	west Florida in general.	
			Seconda	ry Impact 25'			
/		Scoring of a 7 due to	: Improvements to an ex	iting road will	not change land	scape and support.	
w/o pres or current	with	<b>3</b>		<b>J</b>	J		
7	7						
.500(6)(b)Water En (n/a for uplar w/o pres or current 5		Scoring of a 5 due to: 1	latwoods typical in soutl Seconda The proposed encroachm ands and will have little in	ry Impact 25' nent is in a lan	dward extent we	etland with transitional	
500(0)(-)(0,							
.500(6)(c)Communi	ty structure						
		Wetlands within wet f	latwoods typical in soutl	n Walton Cour	nty and Northwes	st Florida in general.	
Vegetation and/or     Benthic Community		Secondary Impact 25'					
i i			he marginal areas of the wetlands may experience some species composition				
w/o pres or			changes as a resu	Ilt of the const	truction.		
current	with						
5	4						
Score - sum of chart	200rec/20 /;#	If preservation as mitig	ation		For impact assess	sment areas	
Score = sum of above scores/30 (if uplands, divide by 20)  current or w/o pres with		-			For impact assess	SHEIR AIGAS	
		Preservation adjustment			delta x acres =		
0.57	0.50	Adjusted mitigation del	ta = <b>N/A</b>	FL =	0.07 x 0.125	5 = 0.09	
<u> </u>	1	If mitigation					
Delta = [with-cu	urrent]	Time lag (t-factor) =	N/A	F	or mitigation asse	ssment areas	
-		Risk factor =	N/A	RFG	= delta/(t-factor x	risk) = N/A	
0.07		NISK IAULUI =	N/A				

Form 62-345.900(2), F.A.C. [effective date 02-04-2004]

### BIOME CONSULTING GROUP UNIFORM MITIGATION ASSESSMENT METHOD

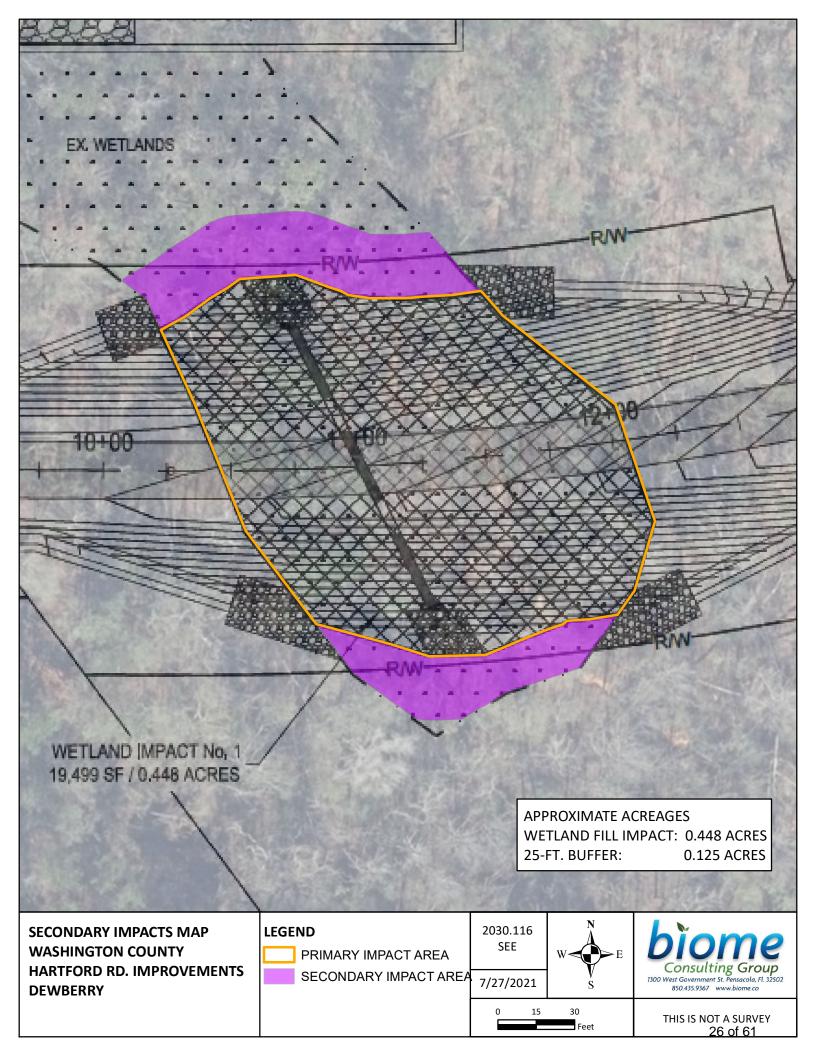
### Hartford Road Washington County - Proposed Impact and Mitigation

Wetland Impact	activity	Acres	Delta	functional los
Primary Impact 0.448-acre FLUCCS 630	Road	0.448	0.57	0.255
Secondary Impact		0.125	0.07	0.009
				0.264
Wetland Mitigation	acres	delta	PAF (0.6)	RFG
	0.00	0.00	0.00	0.000
				0.000
Wetland Mitigation	activity	credits	type	cost
Mitigation Bank Purchase	credit purchase	0.27	palustrine	\$75,000.00

**Calculation: Mitigation Bank Purchase** 

Nokuse Mitigation Bank Credits needed (\$75,000 per *palustrine* credit) =

0.264 FLUCCS 625



### **The Planned Project Construction Schedule:**

- 2-3 Months Design/Survey updates or modifications.
- 1-2 Months Bidding and awarding the Contractor.
- 4-6 Months Construction of project.
- 1-2 Months Closeout documents.

## INTERLOCAL AGREEMENT AMONG THE

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION;
OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION;
BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION;
WASHINGTON COUNTY, FLORIDA; HOLMES COUNTY, FLORIDA;
AND THE

EMERALD COAST REGIONAL COUNCIL f/k/a
WEST FLORIDA REGIONAL PLANNING COUNCIL

THIS INTERLOCAL AGREEMENT is made and entered into by and among the Florida-Alabama Transportation Planning Organization, Okaloosa-Walton Transportation Planning Organization, Bay County Transportation Planning Organization, all of which are public agencies/metropolitan planning organizations created pursuant to Chapter 339.175 and 163.01, Florida Statutes (herein referred to as "TPO's"); The Board of County Commissioners of Washington County, Florida, The Board of County Commissioners of Holmes County, Florida, and the Emerald Coast Regional Council f/k/a West Florida Regional Planning Council, a public agency/regional planning council created pursuant to Chapter 186 and 163.01 Florida Statutes, authorized to conduct business in the State of Florida, FEI/EIN 59-0500582, with a principal address of 4801 E. Olive Road, Suite A, Pensacola, Florida 32514 (hereinafter referred to as the "ECRC"). Each of the foregoing entities is referred to separately as a "Party" and collectively as the "Parties."

#### WITNESSETH:

WHEREAS, section 163.01, Florida Statutes, permits governmental units to make efficient use of their powers by enabling them to enter into Interlocal Agreements to cooperate with other local governmental units on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities;

WHEREAS, pursuant to section 339.175, Florida Statutes, the Florida-Alabama Transportation Planning Organization, the Okaloosa-Walton Transportation Planning Organization and the Bay County Transportation Planning Organization, are each established as a "metropolitan planning organization" by the State of Florida and by the Local Governments which are a constituent of such Transportation Planning Organization; and

WHEREAS, presently and previous to the existence of this Interlocal Agreement, the ECRC provides staffing and management to the Florida-Alabama Transportation Planning Organization, the Okaloosa-Walton Transportation Planning Organization and the Bay County Transportation Planning Organization; and

WHEREAS, Washington and Holmes Counties are considered rural counties not part of a MPO/TPO designated boundary, in relation to section 399.175, Florida Statutes;

WHEREAS, section 339.2819, Florida Statutes, creates within the Florida Department of Transportation a Transportation Regional Incentive Program (TRIP) that provides funds to improve regionally significant transportation facilities in Regional Transportation Areas created pursuant to Section 339.155, Florida Statutes; and

WHEREAS, section 339.155(4)(c), Florida Statutes, allows regional transportation plans to be developed in regional transportation areas in accordance with an interlocal agreement entered into pursuant to section 163.01, Florida Statutes, by two or more contiguous metropolitan planning organizations and/or two or more counties not members of a metropolitan planning organization; and

WHEREAS, this Interlocal Agreement is intended to be the agreement contemplated by section 339.155(4)(c), *Florida Statutes*, to designate the ECRC as the Regional Transportation Planning Organization within the boundaries of: Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington and Bay Counties, Florida.

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties enter into this Interlocal Agreement.

- 1. In accordance with section 339.155(4), Florida Statutes, the parties identify Emerald Coast Regional Council, formerly known as West Florida Regional Planning Council ("ECRC") as the Regional Transportation Planning Organization, for the purposes outlined in section 339.155(4), Florida Statutes.
- 2. The boundaries of the Regional Transportation Area are: Escambia, Santa Rosa, Okaloosa, Walton, Washington, Holmes, and Bay Counties, Florida, in their entirety.
- 3. The duration of this agreement shall be effective upon full execution of all Parties, and will continue until all Parties agree to terminate this Interlocal Agreement.
- 4. This Agreement may be terminated, modified or rescinded as follows:
  - (a)A County or TPO may propose modifications to this agreement at any time with written notice to the ECRC chief executive officer or ECRC board of directors, and
  - (b)Unanimous written agreement of the Parties that expressly terminates, modifies or rescinds this Agreement.

- 5. The process for creating and updating the regional transportation plan will:
  - (a) At a minimum, identify regionally significant transportation facilities located within a regional transportation area and contain a prioritized list of regionally significant projects. The projects shall be adopted into the capital improvements schedule of the local government comprehensive plan.
  - (b) ECRC shall prepare and adopt application cycles, criteria for evaluation, 7. and other necessary processes to develop the regional transportation plan.
- 6. This Interlocal Agreement shall be recorded in the Official Records of each of the following counties in Florida: Escambia; Santa Rosa; Okaloosa; Walton; Bay; Washington; and Holmes.
- 7. Each of the Parties represents and warrants that the undersigned representatives of the TPO's, the Counties, and of ECRC are authorized to sign this Agreement and thereby to obligate and bind that Party.

IN WITNESS WHEREOF, the parties hereto have duly executed this Interlocal Agreement on the respective dates under each signature below.

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

**IN WITNESS WHEREOF,** the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

EMERALD COAST REGIONAL COUNCIL
BY:Austin Mount, CEO Emerald Coast Regional Council  DATE:05/20/2020
Tammy Neal, Executive Administrative Assistant

# FLORIDA – ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: Danteurller
Commissioner Sam Parker, Chairman
DATE: 5 13 12020
ATTEST: JUMNU NOLAN
DATE: 5 13 2020

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

**IN WITNESS WHEREOF**, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

/
EMERALD COAST REGIONAL COUNCIL
BY:
Austin Mount, CEO Emerald Coast Regional Council
DATE:
ATTEST:
Tammy Neat, Executive Administrative Assistant THOUSE Bates
OKALOOSA-WALTON TRANSPORTATION PLANNING
ORGANIZATION BY:
Commissioner Nathan Boyles, Chairman
DATE: (2 30-2020
ATTEST: Martha Chilbringer
DATE: /2:30-2020

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES.

**IN WITNESS WHEREOF**, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and herby establish the RPC.

EMERALD COAST REGIONAL COUNCIL

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

**IN WITNESS WHEREOF,** the undersigned parties have executed this interlocal Agreement on behalf of the referenced legal entities and herby establish the RPC.

Signed on this 7th day of February 2022.

ÉMERALD COAST REGIONAL COUNCIL

DATE: 2/9/22

ATTEST: Tammy Neal, Executive Assistant

**HOLMES COUNTY BOARD OF COUNTY COMMISSIONERS** 

Commissioner Earl Stafford, Chairman

01 1

ATTEST:

Sam Bailey, Clerk of the Sircuit Court

**IN WITNESS WHEREOF,** the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and herby establish the RPC.

EMERALD COAST REGIONAL COUNCIL

BY:

Austin Mount, CEO

DATE: 9-14-20

ATTEST: Down Mal Secutive Assistant

WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS

Commissioner Trey Hawkins, Chairman

ATTEST: OLG O

DATE:

Lora C. Bell, Clerk of the Circuit Court

BCC APPROVED: 9-24.20

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

**IN WITNESS WHEREOF,** the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

### **EMERALD COAST REGIONAL COUNCIL**

	14 000		20	_
BY:	of all	Llu	chen	
Kare	en Cuchens, Chair	woman Fn	nerald Coast Reg	ional Counci

DATE: 4/23/2027

ATTEST:

Austin Mount, CEO Emerald Coast Regional Council

### **RESOLUTION ECRC 2020-03**

A RESOLUTION OF THE EMERALD COAST REGIONAL COUNCIL
APPROVING AN INTERLOCAL AGREEMENT WITH THE FLORIDAALABAMA TPO, THE OKALOOSA-WALTON TPO, THE BAY COUNTY TPO,
WASHINGTON AND HOLMES COUNTIES DESIGNATING THE EMERALD
COAST REGIONAL COUNCIL AS THE REGIONAL TRANSPORTATION
PLANNING ORGANIZATION AND THE REGIONAL TRANSPORTATION
AREA

**WHEREAS**; the Florida Alabama Transportation Planning Organization and Okaloosa-Walton Transportation Planning Organization together created the Northwest Florida Regional Transportation Planning Organization (NWFLRTPO) by virtue of interlocal agreement for the purposes outlined in section 339, *Florida Statute*; and

**WHEREAS**; the Bay County Transportation Planning Organization in conjunction with Holmes, Washington, and Gulf Counties together created the Bay Gulf Holmes Washington Partnership (BGHWP) by virtue of interlocal agreement for the purposes outlined in section 339, *Florida Statute*; and

**WHEREAS**; the ECRC serves as staff to both the Northwest Florida Regional Transportation Planning Organization and the Bay Gulf Holmes Washington Partnership; and

**WHEREAS**; the board meetings of both the NWFLRTPO and the BGHWP typically meet only once per year; and

**WHEREAS**; it has become increasingly difficult to obtain a quorum for both the NWFRTPO and BGHWP and conduct necessary businesses; and

**WHEREAS**; the ECRC fits the definitions and requirements as outlined and required by section 339, *Florida Statute*; and

**WHEREAS**; by identifying the ECRC as the Regional Transportation Planning Organization by virtue of an interlocal agreement the same services, products, and delivery can easily be provided with less administrative burden and by implementing a streamlined process; and

**WHEREAS**; the ECRC legal counsel has provided vital input and was consulted in the development of the interlocal agreement;

NOW, THEREFORE, BE IT RESOLVED THAT the Emerald Coast Regional Council that:

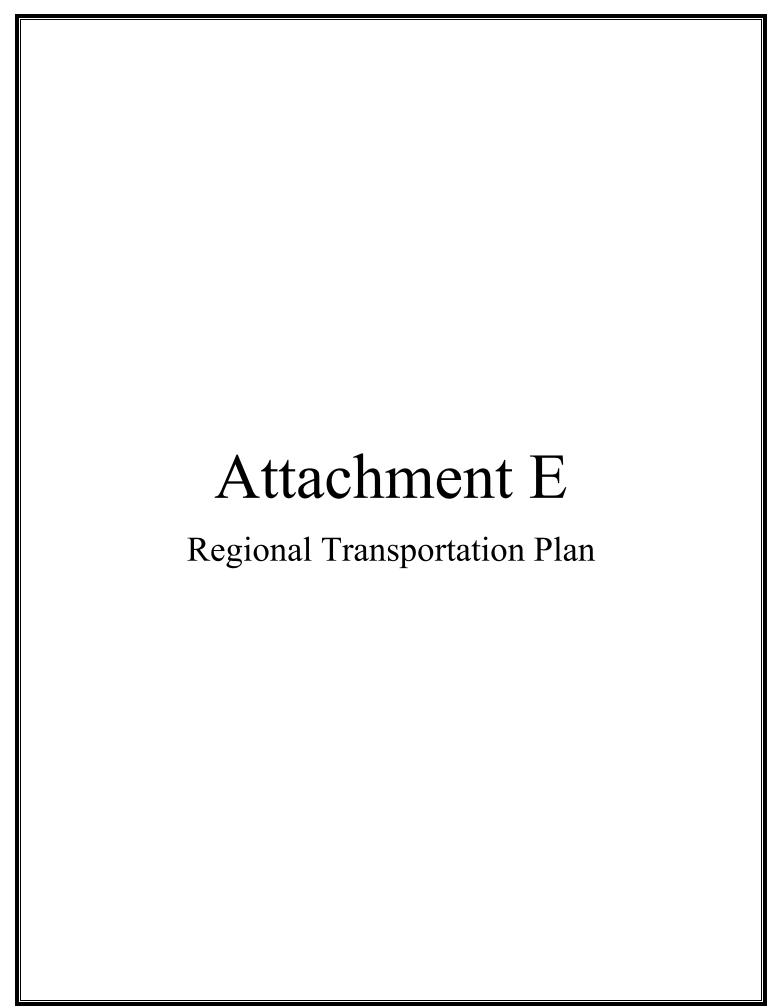
The ECRC by virtue of an interlocal agreement with the Florida-Alabama TPO, the Okaloosa-Walton TPO, the Bay County TPO and Washington and Holmes counties, become the designed Regional Transportation Planning Organization and the Regional Transportation Area as outlined in section 399, *Florida Statute* in order to continue to conduct the business of the region.

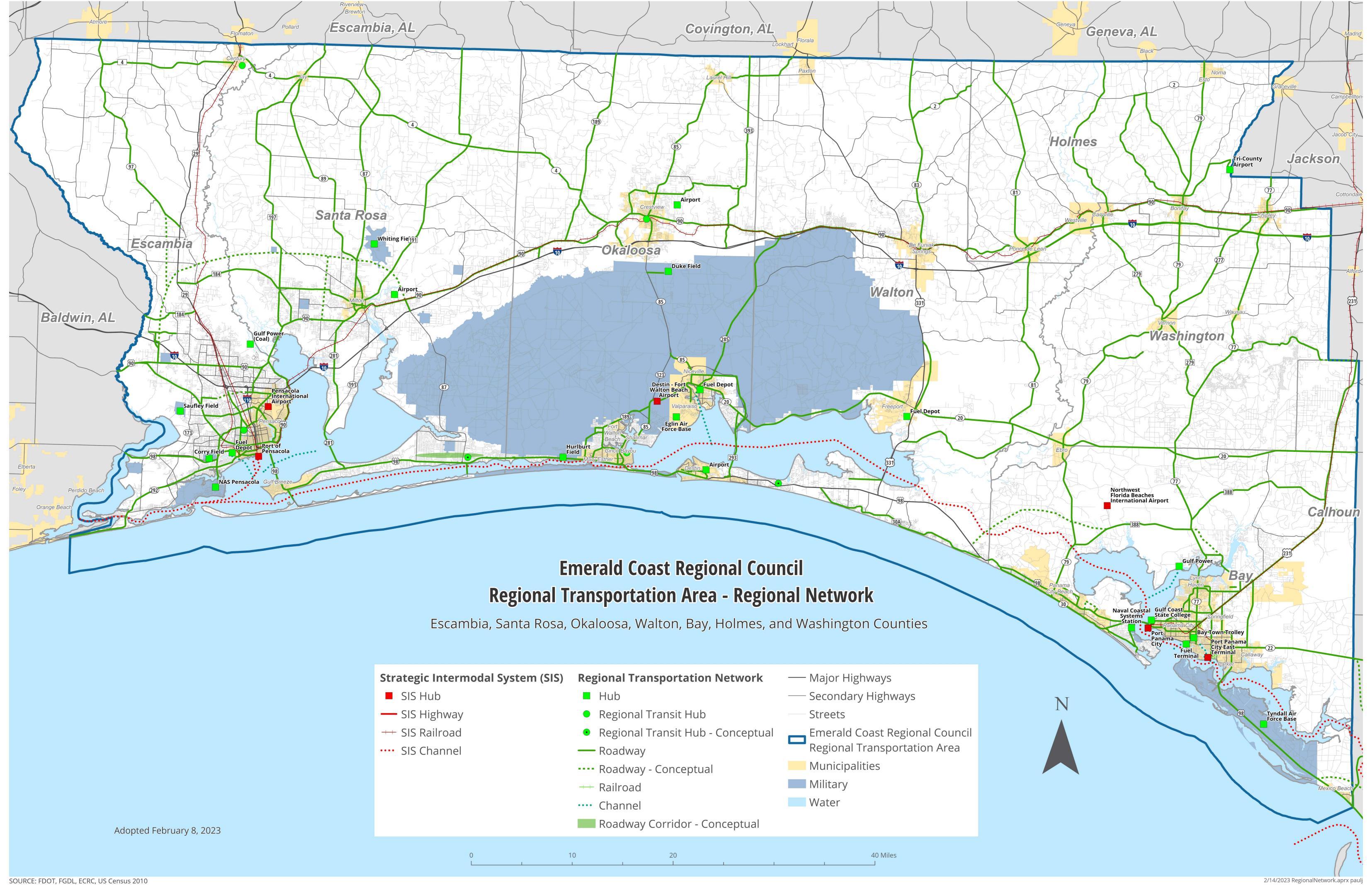
Duly passed and adopted by the Emerald Coast Regional Council on this  $23^{\rm rd}$  day of April 2020.

BY: Kasey Cuchens, Chairwoman

ATTEST: \_\_\_\_\_\_\_ Austin Mount, ECRC Chief Executive Officer







# ORDINANCE NO. 2023-

AN ORDINANCE BY THE BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF WASHINGTON COUNTY, FLORIDA, DATED APRIL 4, 1991, AS AMENDED, WHICH CONTROLS FUTURE LAND USE, GUIDES THE PROVISION OF PUBLIC FACILITIES AND MUNICIPAL SERVICES BENEFIT UNIT (MSBU) PROGRAMS AND PROTECTS NATURAL RESOURCES **PURSUANT** THE LOCAL TO GOVERNMENT COMPRHENSIVE PLANNING AND LAND DEVELOPMENT REGULATION ACT (CHAPTER 163, FLORIDA STATUTES); PROVIDING FOR A TITLE; PROVIDING FOR A COPY ON FILE; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 163, Florida Statutes, empowers the Board of County Commissioners of Washington County, Florida, to prepare, amend and enforce a Comprehensive Plan to guide land use and development in the County; and

WHEREAS, the Planning Commission of Washington County, Florida, sitting as the Local Planning Agency, conducted a Public Hearing regarding this small-scale Comprehensive Plan Amendment on February 6, 2023, after due public notice, and considering the findings and advice of all interested parties; and

WHEREAS, the Board of County Commissioners of Washington County, Florida, held an Adoption Hearing on February 16, 2023, to consider the Amendment to the Capital Improvements Element of the Comprehensive Plan, pursuant to Section 163.3184, Florida Statutes, with due public notice having been provided, and having reviewed and considered all comments received during the Adoption Hearing; and

WHEREAS, in exercise of its authority the Board of County Commissioners of Washington County, Florida, finds it necessary and desirable to adopt, and does hereby adopt, this Comprehensive Plan Amendment, in order to encourage the most-appropriate use of land, water and resources, consistent with the public interest, and to deal effectively with future problems that may result from the use and development of land within Washington County, Florida, as provided below.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, FLORIDA, AS FOLLOWS:

### SECTION ONE. PURPOSE AND INTENT

This ordinance is enacted to carry out the purpose, the intent of, and exercise the authority set out in, the Local Government Comprehensive Act, Sections 163.3161 through 163.3215, Florida Statutes.

### SECTION TWO. TITLE OF COMPREHENSIVE PLAN AMENDMENT

This Comprehensive Plan Amendment for Washington County, Florida, shall be entitled, "Five-Year Schedule of Capital Improvements 2023-2027."

### SECTION THREE. COMPREHENSIVE PLAN AMENDMENT ADOPTED

The Comprehensive Plan Amendment, attached hereto as Exhibit "A" is hereby adopted in the following parts:

Elements being Amended: (1) Washington County Five-Year Schedule of Capital Improvements 2023-2027, which is included in the Capital Improvements Element of the Washington County Comprehensive Plan ("Vision 2035").

### SECTION FOUR. SEVERABILITY.

If any provisions or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

### SECTION FIVE. COPY ON FILE

An official, true copy of this small-scale Comprehensive Plan Amendment, as adopted, shall be maintained by the Board of County Commissioners of Washington County.

### SECTION SIX. EFFECTIVE DATE

In accordance with Section 163.3187(3)(c), Florida Statutes, this small-scale Comprehensive Plan Amendment shall become effective 31 days after the date of adoption by the Board of County Commissioners of Washington County, Florida, if no challenge is filed. If this small-scale Comprehensive Plan Amendment is challenged within 30 days of the adoption date, then this amendment shall not become effective until the State Land Planning Agency or the Administration Commission issues a Final Order determining this amendment to be in compliance. No Development Orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

PASSED AND DULY ADOPTED BY THE Board of County Commissioners of Washington County, Florida, this 10 day of February 2023.

Board of County Commissioners of Washington County, Florida

Tray Hawkins Chairman

Lora Bell, Clerk

Exhibit "A" – Washington County Comprehensive Plan, Capital Improvements Element --Revised Five-Year Schedule of Capital Improvements

Table H:2 Capital Improvements Schedule

			]	Budget Year			
Project	FY 2020-2021	FY2021-2022	FY2022-2023	FY2023-2024	FY2024-2025	Funding Source	Project Total
Dry Well Grant	\$26,200	<del>\$0</del>	<del>\$0</del>	\$0	<del>\$0.</del>	Grant (Source Unknown)	\$26,200
Alford Rd Paved Shoulders, Resurfacing	\$1,688,400	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	FDOT LAP & SCOP	\$1,688,400
Ag Center Improvements	\$300,000	\$0	\$0	\$0	\$0	FDACS	\$300,000
Brickyard Rd Resurfacing	<del>\$0</del>	\$788,004	\$0	\$0	\$0	FDOT SCRAP	\$788,004
Buckhorn Blvd Paving	\$0	\$2,582,506	\$0	\$0	<del>\$0</del>	FDOT SCOP	\$2,582,506
Clayton Rd Bridge Repair	\$0	\$0	\$136,796	\$0	\$0	FDOT B- SCOP	\$136,796
County-Wide Broadband Project	\$1,500,000	Roll-over	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	FDEO RIF	\$1,500,000
Culpepper Landing Boat Ramp Improvements	\$0	\$134,122	<del>\$0</del>	\$0	<del>\$0</del>	FBIP	\$134,122
Hwy 79 Corridor Water/Sewer	\$0	\$1,821,461	\$0	\$0	\$0	FJGGF	\$1,821,461

				Budget Year			
Project	FY2020-2021	FY2021-2022	FY2022-2023	FY2023-2024	FY2024-2025	Funding Source	Project Total
Infrastructure Construction							
South Blvd/Orange Hill Resurfacing	\$1,637,812	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	FDOT SCRAP	\$1,637,812
South Blvd/Kirkland Rd Sidewalk Construction	\$0	<del>\$550,354</del>	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	FDOT LAP	\$1,637,812
Orange Hill Rd and South Blvd Improvements	\$1,637,812	<del>\$0</del>	<del>\$0</del>	\$0	<del>\$0</del>	SCRAP	\$1,637,812
Church St and Court Ave Improvements	\$255, <del>8</del> 57	\$0	\$0	<del>\$0</del>	<del>\$0</del>	Grant (Source Unknown)	\$255,857
Cope Rd	\$47,866	\$0	\$0	\$0	\$0	SCRAP	\$47,866
Brickyard Rd Resurfacing	\$90,768	\$0	\$0	\$0	\$0	General Fund	\$90,768
Boat Ramp Repair and Maintenance	\$80,500	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>	General Fund Boat Ramp Fund	\$80,500
Old Bonifay Hwy. Improvements	\$296,750	\$0	\$0	\$0	\$0	SCRAP	\$296,750
Funding Total:	\$7,561,965	\$5,876,447	\$136,796	\$0	\$0	N/A	\$14,662,666

Data Source: Washington County

Date Prepared: 4/9/21



# Table H:3 Washington County Fiscal Year 2020-2021 State and Federal Appropriations Priorities

Project Name	Description	Project Cost
Crystal Lake Environmental Mitigation	Crystal Lake is directly connected to the Floridian Aquifer. The County has learned that paving the roadway and providing stormwater treatment are the only ways to stabilize slopes and prevent erosion.	\$1,052,928
Davidson Road Paving Improvements	Project would provide a paved roadway from Thomas Drive in Holmes County to CR 280.	\$1,062,627
Vernon Treatment Plant Project	Current treatment plant is non-functioning.	\$465,529



**Table H:2 Capital Improvements Schedule** 

				Budget	Year		
Project	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
Agriculture Center Parking Lot and Site Improvements	\$300,000	<u>\$0</u>	\$0	<u>\$0</u>	<u>\$0</u>	Funded-Florida Department of Agriculture and Consumer Services (FDACS)	\$300,000
Agriculture Center Entrance and Landscaping Improvements	<u>\$0</u>	\$36,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-Florida Department of Transportation (FDOT) Beautification Grant	\$36,000
Blue Lake Park Entrance and Landscaping Improvements	<u>\$0</u>	\$26,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-FDOT Beautification Grant	\$26,000
Boat Ramp Repair and Maintenance	\$80,500	<u>\$0</u>	<u>\$0</u> ·	<u>\$0</u>	<u>\$0</u>	Funded-General Fund Boat Ramp Fund	\$80,500
Clayton Road Construction and Improvements	<u>\$0</u>	\$1,800,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-FDOT Small County Road Assistance Program (SCRAP)	\$1,800,000

				Budget	Year		
Project	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
County Emergency Medical Services (EMS) Stations Hardening	\$109,088	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$0	Funded-Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HGMP)	\$109,088
Countywide Broadband Project	\$1,500,000	\$6,000,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded 2022-2023- Florida Department of Economic Opportunity (FDEO) Rural Infrastructure Fund (RIF) Grant; Unfunded-2023-2024	\$7,500,000
Countywide Community Center and Regional Risk/Host Shelter	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$10,000,000	<u>\$0</u>	Unfunded-Federal and State Legislative Appropriations	\$10,000,000
Countywide Wooden Bridge Replacement Program	<u>\$0</u>	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	Unfunded-Funding Source not Identified	\$12,000,000
Crystal Lake Road Environmental and Stormwater Improvements	<u>\$0</u>	\$1,500,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-FDOT	\$1,500,000
Davidson Road Construction and Improvements	<u>\$0</u>	<u>\$550,000</u>	\$550,000	<u>\$0</u>	<u>\$0</u>	Funded-FDOT	\$1,100,000

		,		Budget	Year		
<u>Project</u>	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
Douglas Ferry Road/CR 280 Improvements – Design Phase	\$0	\$708,000	\$0	\$0	\$0	Funded-FDOT	\$708,000
Douglas Ferry Road Utilities Expansion (east from Highway 79 to CR 277)	<u>\$0</u>	<u>\$0</u>	\$0	\$2,000,000	\$2,000,000	Unfunded-Funding Source not Identified	\$4,000,000
Douglas Ferry Road Utilities Expansion (west from Highway 79 to Pate Pond Road)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$2,000,000	\$2,000,000	Unfunded-Funding Source not Identified	\$4,000,000
Drainage Improvements for Gilberts Mill, Greenhead, Olie, Rufus, and Vickery Roads, and Hartford Boulevard	<u>\$0</u>	\$14,045,180	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HGMP); Federal and State Legislative Appropriations; FEMA Public Assistance (PA) Funds; Transportation Regional Incentive Program (TRIP)	\$14,045,180

				Budget	Year		
Project	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
Dumajack Road Construction and Safety Improvements	<u>\$0</u>	\$3,160,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal and State Legislative Appropriations	\$3,160,000
Fanning Branch Stormwater, Infrastructure, Restoration Project	<u>\$0</u>	\$1,540,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal and State Legislative Appropriations	\$1,540,000
Fire Services – Two New Pumper Tankers	<u>\$0</u>	\$880,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal and State Legislative Appropriations	\$880,000
Gantry Road Construction and Improvements	<u>\$0</u>	\$1.800,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-Florida  Department of  Economic Opportunity (FDEO)  Rural Infrastructure  Fund (RIF) Grant	\$1,800,000
Generators for Critical Facility Sites	\$611,896	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HGMP)	<u>\$611,896</u>
Greenhead Road Construction and Improvements	<u>\$0</u>	\$5,000,000	\$0	\$0	= \$0	Unfunded-Federal and State Legislative Appropriations	\$5,000,000

				Budget	Year		
<u>Project</u>	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
Hard Labor Bridge Replacement and Safety Improvements	<u>\$0</u>	\$300,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-FDOT Bridge Small County Outreach Program (BSCOP)	\$300,000
Hartford Boulevard (from Washington Boulevard to Orange Hill Road) Repaving and Improvements	<u>\$0</u>	\$3,400,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>Unfunded-FDOT</u>	\$3,400,000
King Road Bridge Replacement and Safety Improvements	<u>\$0</u>	\$300,000	\$0	\$0	<u>\$0</u>	Unfunded-FDOT Bridge Small County Outreach Program (BSCOP)	\$300,000
Recycling Center Entrance and Landscaping Improvements	<u>\$0</u>	\$16,000	<u>\$0</u>	\$0	<u>\$0</u>	Funded-FDOT Beautification Grant	\$16,000
Safe Rooms at Critical Facilities	<u>\$0</u>	\$1,121,184	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HGMP)	\$1,121,184
South Boulevard Sidewalk Project (from Kate Smith Elementary School to Kirkland Road)	<u>\$0</u>	\$500,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Funded-Local Agency Program (LAP)	<u>\$500,000</u>

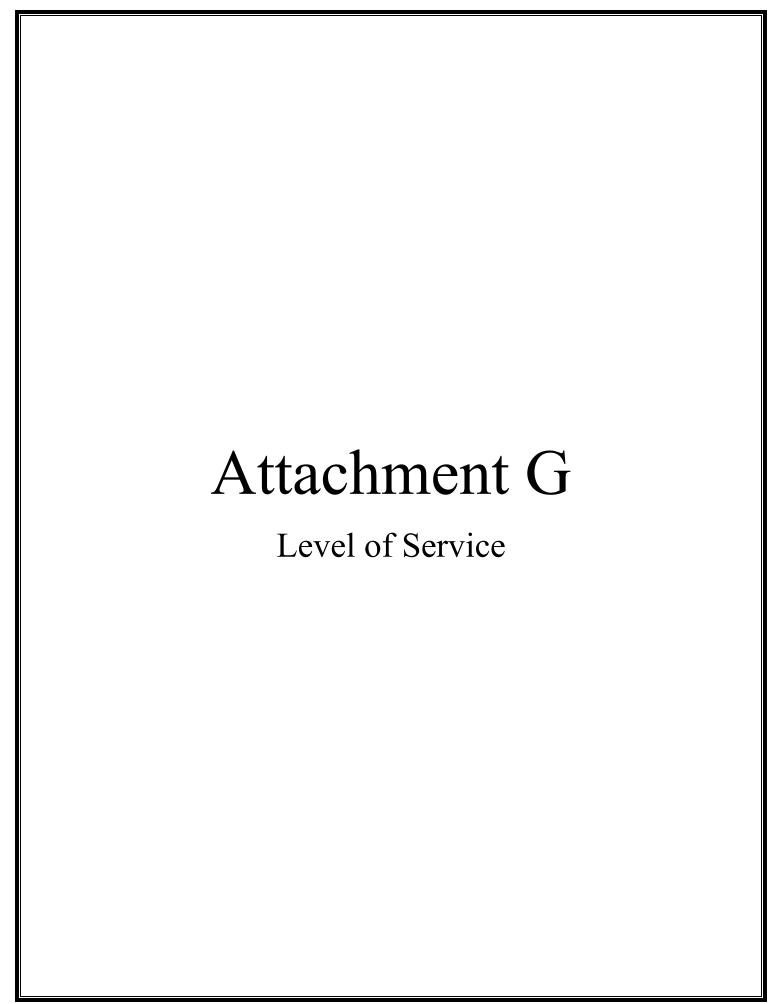
				Budget	Year		
Project	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
South Boulevard Resurfacing Project (from CR 277 to Brickyard Road)	<u>\$0</u>	\$1,500,000	\$0	<u>\$0</u>	<u>\$0</u>	Funded-FDOT Small County Road Assistance Program (SCRAP)	\$1,500,000
Strickland Road Construction and Improvements	<u>\$0</u>	\$1,800,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-FDOT County Incentive Grant Program (CIGP)	\$1,800,000
Sunday Road Resurfacing	<u>\$0</u>	\$1,400,000	\$0	<u>\$0</u>	<u>\$0</u>	Funded-Small County Outreach Program (SCOP)	\$1,400,000
Twin Pond Road Construction and Improvements	<u>\$0</u>	\$1,800,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-FDOT Bridge Small County Outreach Program (BSCOP)	\$1,800,000
U.S. Water Potable Water and Sanitary Sewer Facilities Expansion and Improvements (Sunny Hills)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$5,000,000	<u>Unfunded-Grant</u> (Source Unknown)	\$5,000,000
Washington County Board of County Commissioners Annex Building Parking and Site Improvements	<u>\$0</u>	\$1,270,000	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal and State Legislative Appropriations	\$1,270,000

				Budget	Year		
Project	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total
Washington County Industrial Park Rail Spur Development and Related Railroad Improvements Project	<u>\$0</u>	\$1.000 <u>.</u> 000	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure; Communities (BRIC); Transportation Regional Incentive Program (TRIP); U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants	\$2,000,000
Washington County Industrial Park Site Development and Stormwater Improvements Project	<u>\$0</u>	\$5,000,000	<u>\$5,000,000</u>	<u>\$5,000,000</u>	<u>\$5,000,000</u>	Unfunded-U.S.  Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	\$20,000,000



	Budget Year									
Project	FY2022- 2023	FY2023-2024	FY2024-2025	FY2025-2026	FY2026-2027	Funding Source	Project Total			
Williams Road Bridge Replacement and Safety Improvements	<u>\$0</u>	\$1,000,000	\$1,000,000	\$1,000,000	<u>\$0</u>	Unfunded-Funding Source not Identified	\$3,000,000			
Williams Road Drainage Improvements	<u>\$0</u>	\$1,605,766	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	Unfunded-Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HGMP)	<u>\$1,605,766</u>			
Funding Total:	\$2,601,484	\$62,058,130	\$10,550,000	\$23,000,000	\$17,000,000	N/A	\$115,209,614			

Data Source: Washington County
Date Prepared: 2/6/2023



# **Level of Service:**

Hartford Blvd. currently is not identified on the Strategic Intermodal System (SIS) network, however, this is a reliever road for US 231 that is currently on the SIS network. Hartford Blvd. as seen on the project location map is between State Road 77 and US 231.

	50131586 Hartford Boulevard Improvements			Cost	Summary
NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
0101 1	MOBILIZATION	1	LS	\$ 80,000.00	\$ 80,000.00
0102 1	MAINTENANCE OF TRAFFIC	1	LS	\$ 35,000.00	\$ 35,000.00
110 1 1	CLEARING AND GRUBBING	1	LS	\$ 125,000.00	\$ 125,000.00
0104 7	SEDIMENT BASIN/CONTAINMENT SYSTEM (PERMANENT DITCH BLOCK)	19	EA	\$ 250.00	\$ 4,750.00
0104 10 3	SEDIMENT BARRIER (SILT FENCE)	8,294	LF	\$ 3.50	\$ 29,029.00
0104 15	SOIL TRACKING PREVENTION DEVICE	1	EA	\$ 2,500.00	\$ 2,500.00
0104 18	INLET PROTECTION SYSTEM	1	EA	\$ 1,250.00	\$ 1,250.00
0107 2	MOWING AND LITTER REMOVAL	19.0	AC	\$ 50.00	\$ 950.00
0120 1	REGULAR EXCAVATION	27,926	CY	\$ 8.00	\$ 223,408.00
0120 6	EMBANKMENT	34,488	CY	\$ 15.00	\$ 517,320.00
0160 4	6" THICK TYPE B STABILIZED SUBGRADE (GRAVEL ROAD AND DRIVEWAYS)	1,791	SY	\$ 2.25	\$ 4,029.75
0160 4	12" THICK TYPE B STABILIZED SUBGRADE	3,014	SY	\$ 4.25	\$ 12,809.50
*	RECLAMATION	8,000	SY	\$ 17.50	\$ 140,000.00
0285703	OPTIONAL BASE GROUP 3 (GRAVEL ROADWAY AND DRIVEWAYS)	1,791	SY	\$ 12.00	\$ 21,492.00
0285706	OPTIONAL BASE GROUP 6 (ROADWAY)	4,000	SY	\$ 22.00	\$ 88,000.00
0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG 76-22 (2.0 IN. THICK, SP-12.5 ROADWAY)	3,139	TN	\$ 185.00	\$ 580,715.00
0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG 76-22 (1.5 IN. THICK, SP-12.5 DRIVEWAYS)	46	TN	\$ 185.00	\$ 8,510.00
0400 1 2	CONCRETE CLASS 1, ENDWALLS (INCLUDES REINFORCING STEEL)	9.04	CY	\$ 1,000.00	\$ 9,040.00
0430174118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND 18" SD	687	LF	\$ 110.00	\$ 75,570.00
0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND 24" SD	198	LF	\$ 145.00	\$ 28,710.00
0430174136	PIPE CULVERT, OPTIONAL MATERIAL, ROUND 36" S/CD	123	LF	\$ 180.00	\$ 22,140.00
0430984125	MITERED END SECTION, OPTIONAL MATERIAL, ROUND, 18" SD	20	EA	\$ 3,000.00	\$ 60,000.00
0430984129	MITERED END SECTION, OPTIONAL MATERIAL, ROUND, 24" SD	6	EA	\$ 2,800.00	\$ 16,800.00
0524 1 2	CONCRETE DITCH PAVEMENT - NON REINFORCED	7,227	SY	\$ 150.00	\$ 1,084,050.00
0530 3 4	RIPRAP, RUBBLE, F&I, DITCH LINING (INCLUDES D-2 FILTER FABRIC	884	TN	\$ 200.00	\$ 176,800.00
0570 1 1	PERFORMANCE TURF	58,956	SY	\$ 3.00	\$ 176,868.00
0570 1 2	PERFORMANCE TURF, SOD	17,484	SY	\$ 4.50	\$ 78,678.00
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	13	AS	\$ 500.00	\$ 6,500.00
711-16-101	THERMOPLASTIC, STANDARD, WHITE, SOLID 6"	4.02	GM	\$ 5,500.00	\$ 22,110.00
711-16-201	THERMOPLASTIC, STANDARD, YELLOW, SOLID 6"	4.02	GM	\$ 5,500.00	\$ 22,110.00
	CONSTRUCTION COST SUBTOTAL				\$ 3,654,139.25
S-2	CONTINGENCY	1	LS	\$ 219,248.36	
S-3	CONSTRUCTION ENGINEERING AND INSPECTION (7.5%)		·		\$ 292,331.14
	TOTAL COST				\$ 4,165,718.75



## MEMORANDUM OF AGREEMENT

THIS AGREEMENT, made and entered into this, day of, 200, by and between the State of Florida, Department of Transportation, hereinafter referred to as "FDOT" and the State of Florida, Department of Financial Services, Division of Treasury and (Participant) hereinafter referred to as the "Participant".
WITNESSETH
WHEREAS, "FDOT" is currently constructing the following project:
Financial Project Number: County: Washington County (TRIP)
hereinafter referred to as the "Project".
NOTE: ONLY THE NEXT TWO PARAGRAPHS MAY BE MODIFIED AS APPROPRIATE $\underline{\text{WITHOUT}}$ PRIOR APPROVAL OF FDOT'S COMPTROLLER.
WHEREAS, FDOT and the Participant entered into a <b>Locally Funded Agreement</b> dated, wherein DOT agreed to perform certain work on behalf of the Participant in conjunction with the Project.
WHEREAS, the parties to this AGREEMENT mutually agreed that it would be in the best interest of the FDOT and the Participant to establish an interest bearing escrow account to provide funds for the work performed on the Project on behalf of the Participant by the FDOT.
NOW THEREFORE, in consideration of the premises and the covenants contained herein, the parties agree to the following:
1. An initial deposit in the amount of \$ (amount spelled out) will be made by the Participant into an interest bearing escrow account established by the FDOT for the purposes of the project. Said escrow account will be opened with the Department of Financial Services, Division of Treasury, Bureau of Collateral Management on behalf of the FDOT upon receipt of this Memorandum of Agreement. Such account will be an asset of FDOT.
2. Other deposits will be made only by the Participant as necessary to cover the cost of additional work prior to the execution of any Supplemental Agreements.

3. All deposits shall be made payable to the <u>Department of Financial Services</u>, <u>Revenue Processing</u> and mailed to the FDOT Office of Comptroller for appropriate processing at the following address:

Florida Department of Transportation Office of Comptroller 605 Suwannee Street Mail Station 42-B Tallahassee, Florida 32399

ATTN: LFA Section

A copy of this Agreement should accompany any deposits. When the check is mailed to Tallahassee, the District Office should instruct the Participant to mail the District Office a copy of the check.

- 4. The FDOT's Comptroller and/or her designees shall be the sole signatories on the escrow account with the Department of Financial Services and shall have sole authority to authorize withdrawals from said account.
- 5. Unless instructed otherwise by the parties hereto, all interest accumulated in the escrow account shall remain in the account for the purposes of the project as defined in the LFA.
- 6. The Department of Financial Services agrees to provide written confirmation of receipt of funds to the FDOT.
- 7. The Department of Financial Services further agrees to provide periodic reports to the FDOT.

STATE OF FLORIDA	STATE OF FLORIDA			
DEPARTMENT OF TRANSPORTATION COMPTROLLER	DEPARTMENT OF FINANCIAL SERVICES DIVISION OF TREASURY			
	PARTICIPANT SIGNATURE			
*	PARTICIPANT NAME & TITLE			
	PARTICIPANT ADDRESS			

FEDERAL EMPLOYER I.D. NUMBER

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_	TOTAL COST		•			\$ 4,165,718.75	



# RESOLUTION NO. 2024RESOLUTION APPROVING APPLICATION TO FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

**WHEREAS** Washington County owns and maintains roads and associated rights-of -way within its jurisdiction

**WHERAS,** Washington County is designated as a "Rural Area of Opportunity "under Section 288.0656 (7) (a), Florida Statutes. As a small, disadvantaged county, adequately addressing the significant, existing unimproved, and deteriorated road conditions places a hardship on the County and its citizens; and

**WHEREAS** the funding shortfall creates a negative impact on both the public and the private development, creates a potential threat of public safety, and threatens to negatively affect the economic sustainability of Washington County; and

**WHEREAS** Florida Statutes provides for funding to assist small county governments in resurfacing or reconstructing county roads.

NOW, THEREFORE BE IT RESOLVED by the Washington County Board of County Commissioners (BOCC) that the proposed candidate project to improve HARTFORD BOULEVARD has been presented to the public and the BOCC and is hereby endorsed as a high-priority infrastructure project which the County will continue to maintain once developed. The BOCC appreciates the opportunity and hereby approves applying for state funding on the above -reference project.

PASSED AND APODTED this 18th day of January 2024

4000

Lora C. Bell, Clerk of Court

WASHINGTON COUNTY

**BOARD OF COUNTY COMMISSIONERS** 

David Pettis JR., Chairman