# **Bicycle Pedestrian Master Plan Addendum**

# **March 2012**











# Prepared for:



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### **Glossary of Terms**

**Benefit-Cost Index** – An indicator of the benefits of providing a transportation facility improvement relative to the associated costs, used to prioritize candidate facilities relative to one another.

**Bicycle Lane (Bike Lane)** – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Level of Service** – A quantitative stratification of quality of service, which is a user based perception of how well a transportation service or facility operates.

**Paved Shoulder** – The portion of the shoulder that is paved.

**Road Diet** – The reduction of lanes within a roadway corridor to create additional space for other transportation facilities (in this context, to create space for bike lanes).

**Roadway** – That portion of the highway, including shoulders, for vehicular use.

**Roadway Restriping** – The reallocation of existing pavement surface (in this context, to create space for bike lanes).

**Shared Use Path** – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

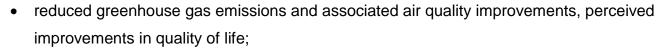
**Shoulder** – That portion of the roadway contiguous with the travelled way for accommodation of stopped vehicles, for emergency use, and for lateral support of the sub-base, base and surface courses of the pavement. Frequently, part of the shoulder is paved and can serve as a bicycle accommodation.

**Sidewalk** – The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians.

### INTRODUCTION AND SUMMARY

Recognition of the numerous benefits of bicycling and walking, and providing related transportation facilities, has been on the rise in recent years. Among these benefits are:

- improved public health and the corresponding reductions in health care costs;
- reduced energy consumption and dependence on foreign energy sources;



- increased disposable income and related regional economic stimulus; and
- greater transportation options for all residents.

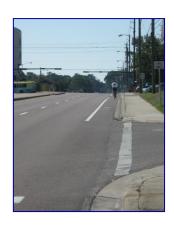
Awareness of these issues has led to an increased desire for the transportation system to provide "complete streets" to its users, whereby all primary travel modes (auto, bicycle, pedestrian, and transit) are sufficiently planned for and accommodated within the roadway environment.

Developing complete streets is the focus of the 2010 Okaloosa-Walton Transportation Planning Organization (TPO) *Bicycle Pedestrian Master Plan Addendum*.



The TPO, which has adopted prior bicycle and pedestrian plans, has a history of planning for complete streets that dates back well before the creation and popularity of the term. The 2008 *Bicycle / Pedestrian Master Plan* is a guidance document with a focus on knowledge, concepts and plans to improve walkability, bicycling, and other aspects of livable communities. This current update centers on identifying potential bicycle

and pedestrian facility improvements and prioritizing them for future construction. As competition for space amongst the modes within the region's roadways continues to increase, identification of these opportunities to improve bicycling and walking conditions will help ensure non-motorized transportation remains a viable transportation option and the associated benefits are realized.



The identification and prioritization of potential bicycle and pedestrian facility improvements is based on several factors, including the existing bicycling and walking conditions provided by the region's arterial and collector roadways,<sup>1</sup> estimated demand (i.e. potential use), public input, past planning efforts, and facility construction costs, as described below.

- Existing conditions were evaluated using the Bicycle and Pedestrian Level of Service Models, which measure how safe or comfortable bicyclists and pedestrians feel based on roadway geometry and traffic characteristics.<sup>2</sup> The results indicate the region's roadways provide relatively good bicycling conditions compared to communities across Florida and around the country that have used the same performance measures (level of service "C" on an A-F scale), while walking conditions are average (level of service "D"). 68% of the study network has existing bicycle facilities (defined for planning purposes as bicycle lanes or paved shoulders at least four feet wide—which are installed on all directions of a given roadway), while only 17% of the study network has existing pedestrian facilities (full sidewalk coverage on both sides of the road).
- Potential demand was estimated based on projected population, employment, and school enrollment within a short distance of the network roadway segments.
- Public input was received primarily through "votes" for locations of new bicycle and pedestrian facilities made by public workshop participants.
- Coincidence with a need identified in an existing regional or local plan or study; these needs are recorded in the same tally as public votes for the purposes of this study.
- Unit construction costs of the specific recommended facility improvements were developed. The recommended bicycle and pedestrian facility types include adding paved shoulders, adding sidewalks, and a limited number of road diet and roadway restriping projects, are based on the existing conditions and roadway cross-sections.

For the bicycle mode, one of six potential outcomes has been identified for each of the analyzed roadway segments. These outcomes include the following:

- no recommended improvement (existing or programmed bicycle facility);
- no recommended improvement (target bicycle level of service met);

<sup>&</sup>lt;sup>1</sup> Streets functionally classified as "local" were not evaluated, in part because the low traffic volumes and speeds associated with local streets typically lead to good bicycling and walking conditions.

<sup>&</sup>lt;sup>2</sup> These analysis techniques are described in detail in Appendices A and B.

- roadway restriping (reduction of existing lane widths to create space for bike lanes);
- road diet (reduction of the number of lanes to create space for bike lanes);
- add paved shoulder (subdivided into minor re-grading and major re-grading); and
- more detailed corridor-level study needed to identify the appropriate improvement.

For the pedestrian mode, there are four potential outcomes, as listed below:

- no recommended improvements (existing or programmed pedestrian facility);
- no recommended improvement (target pedestrian level of service met);
- add sidewalks (subdivided into minor re-grading, major re-grading); and
- more detailed study needed, as grading needs will likely be extreme.

The recommended facility type processes for both modes are further illustrated on page 12. The prioritization of candidate projects is based on a Benefit-Cost Index that considers the benefits of providing new bicycle and pedestrian facilities (improvement in conditions, potential use, and public need), weighted as outlined on page 19, relative to their associated construction costs. The result is a ranked list for each mode that indicates where providing these facilities is most beneficial and economical.

The total costs of the recommended facility improvements, approximately \$323 million, easily exceed existing funding levels. To help alleviate that discrepancy, a thorough list and description of potential funding sources has been identified. These funding sources include federal, state, and private programs.

#### **NETWORK EVALUATION AND PRIORITIZATION**

The focus of this *Bicycle Pedestrian Master Plan Addendum* is an evaluation of the roadways in Okaloosa and Walton Counties to determine bicycle and pedestrian facility needs and then prioritize the identified



potential facility improvements. The study network largely coincides with the TPO's 2010 Congestion Management Process (CMP) Plan and consists of arterial and collector roadways. This CMP network was supplemented with a limited number of local roadways recommended by stakeholders. The total network covers just over 460 miles of roadway. The prioritization of projects is based on numerous factors including existing conditions, potential demand, public input, prior studies, and facility construction costs, each of which is described in additional detail in this section.



### **Existing Bicycling and Walking Conditions**

An analysis of existing bicycling and walking conditions was conducted using the Bicycle Level of Service Model and Pedestrian Level of Service Model, based on data collected in October 2011. These models, which have been applied on hundreds of thousands of miles of roads throughout Florida and the United States, are now included in the national

Highway Capacity Manual (HCM 2010). The following sections provide background information, model structures, and data descriptions for these evaluation tools.

### Bicycle Level of Service

The Bicycle Level of Service (Bicycle LOS) Model (version 2.01), a bicycling conditions performance measure, is a "supply-side" criterion. It is an objective measure of the bicycling conditions of a roadway which provides an evaluation of bicyclists' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions. This widely used and Florida Department of



Transportation-adopted criterion is classified as the quality or level of service (accommodation) for bicyclists that currently exists within the roadway environment. One of the greatest benefits of incorporating Bicycle LOS is the indication it provides regarding which network segments have the greatest needs. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the Bicycle LOS Model clearly reflects the effect on bicycling suitability or "compatibility" due to variations in the following factors:

- bike lane or paved shoulder width;
- outside lane width;
- traffic volume, speed, and type;
- pavement surface condition; and
- presence of on-street parking.



This method is not limited to merely assessing conditions; it can also serve as an important and effective analytical tool in the identification of restriping candidates, development of street cross-section performance guidelines, and planning of bicycle routes.

The bicycle level of service analysis produces, for each study network segment, an objective score and "grade"

which measures bicycle accommodation on that section of roadway, as shown in Table 2. For example, a particular segment without any type of bicycle facility (given other roadway characteristics detailed above) may provide a level of service "D." Using this tool, it is possible to determine how much accommodation benefit would be achieved as a result of improvements. In the above example, adding a designated bike lane might improve the segment's level of service to "B." Through this process, it is possible to simply and objectively determine which facilities have the greatest needs relative to the rest of the network.

Table 1 Bicycle Level of Service Grades and Scores

Level of Service	Numerical Range
А	≤ 1.5
В	>1.5 and ≤ 2.5
С	>2.5 and ≤ 3.5
D	>3.5 and ≤ 4.5
E	>4.5 and ≤ 5.5
F	> 5.5

More information about the Bicycle Level of Service Model, including the model form and the collected data items, is contained in Appendix A.

### Pedestrian Level of Service

Similar to the evaluation procedure used for the bicycle mode, pedestrian level of service is an evaluation of pedestrians' perceived safety with respect to motor vehicle traffic. It identifies the quality of service for pedestrians that currently exists within the roadway environment and provides a measure of facility needs within the region's roadway network. The Pedestrian



Level of Service (Pedestrian LOS) Model is used for the evaluation of walking conditions. This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. As the Bicycle LOS Model does for the bicycle mode, the Pedestrian LOS Model reflects the effect on walking conditions due to variations of the following roadway characteristics:

- presence of a sidewalk (if a shared use path is present within the right-of-way, it is also considered);
- lateral separation between pedestrians and motor vehicle traffic (including outside lane width, paved shoulder width, buffer area width, and sidewalk width);
- traffic volume and speed; and
- presence of on-street parking.

The Pedestrian LOS Model, which uses the same numerical scale as the Bicycle LOS Model, is used by planners and engineers throughout the United States in a variety of planning and design applications. The Pedestrian LOS Model can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, to identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk

improvements. As with the Bicycle LOS Model, it clearly demonstrates the needs of pedestrian facilities among the TPO's network segments.

More information about the Pedestrian Level of Service Model, including the model form and the collected data items, is contained in Appendix B.

### Existing Conditions Analysis Results

The collected data were used to perform these existing bicycling and walking conditions analyses for each of the more than 225 directional network segments. The distribution of bicycle level of service grades is shown in Figure 1. At a distance-weighted network-wide level, the Okaloosa-Walton TPO region was found to currently provide bicycling conditions that correspond to a bicycle level of service of 3.49 ("C") (this is the numeric score of the average mile of roadway in Okaloosa and Walton Counties), which is relatively high compared to many other metropolitan areas in Florida. The distribution of pedestrian level of service grades—the number of miles contained within each grade interval on the performance measure—is shown in Figure 2. The distance-weighted network-wide walking conditions correspond to a pedestrian level of service of 4.4 ("D"), which is generally typical compared to many other metropolitan areas in Florida. Network-wide maps of the existing bicycling and walking conditions are shown in Figures 3 and 4, respectively. In the limited cases where one direction of travel along a segment has a different level of service grade than the other direction of travel, these maps show the worse of the two grades in order to most clearly illustrate where the needs for improvement are at this large scale. The full data collection sheets and the results of these analyses are included as Appendix C.

Where shared use paths exist, such as along portions of CR (Scenic) 30A and Old (Scenic) US 98, they have been included in the evaluation of walking conditions. They were not, however, taken into consideration regarding on-road bicycling conditions. Numerous other proposed trail

facilities of various types have also been identified throughout Okaloosa and Walton Counties. A map of all existing and proposed trail facilities is shown in Figure 5 for reference.

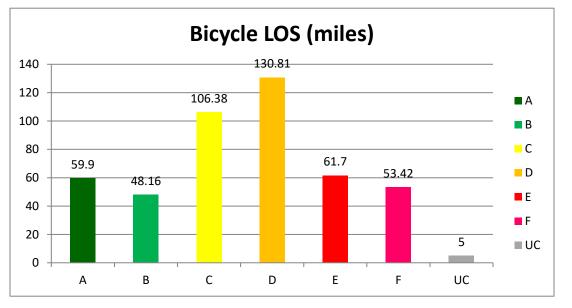


Figure 1 Network-Wide Bicycle Level of Service Results

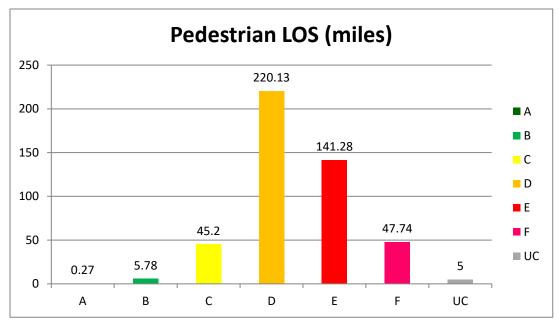


Figure 2 Network-Wide Pedestrian Level of Service Results

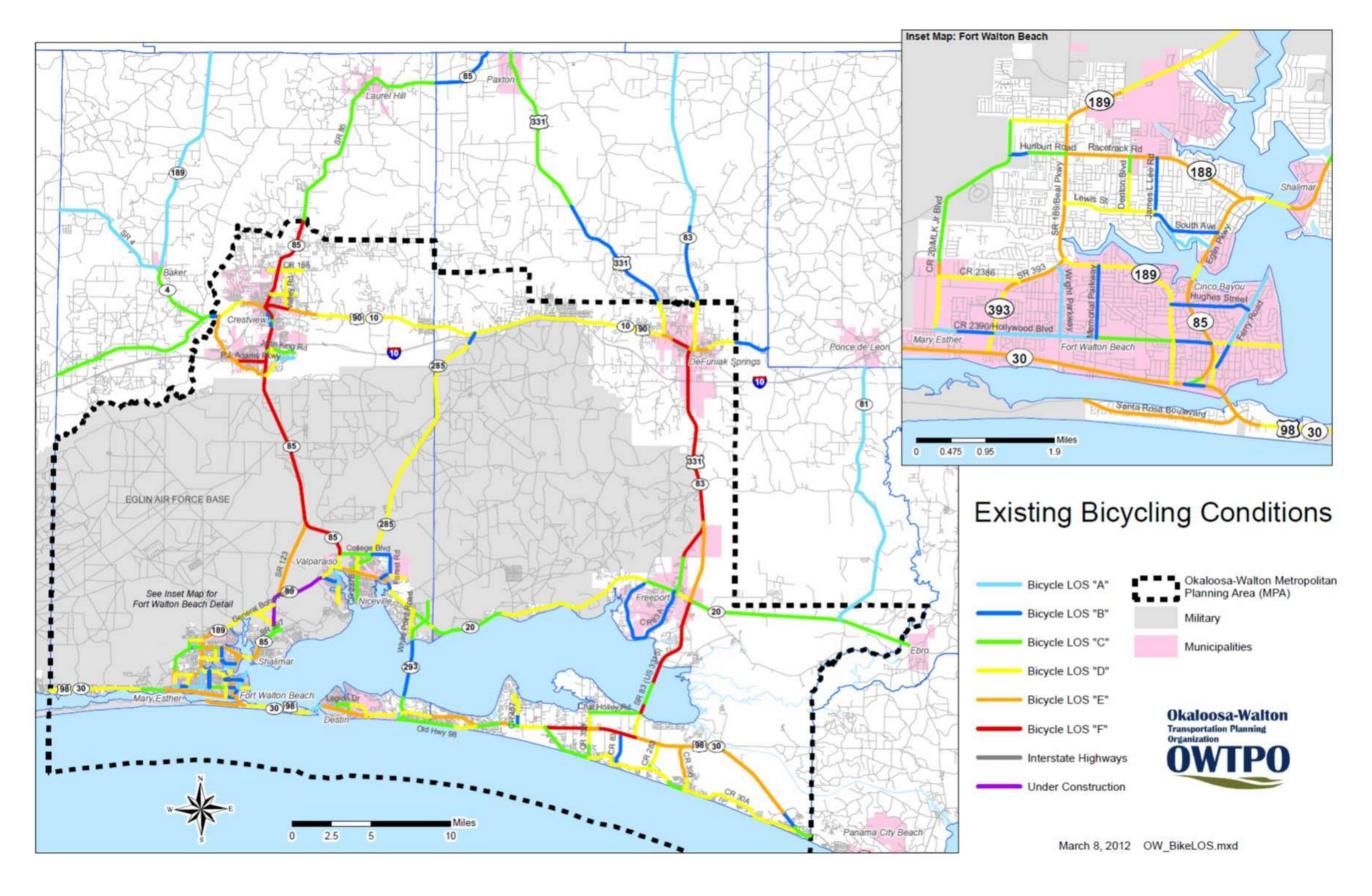


Figure 3 Bicycle Level of Service Map

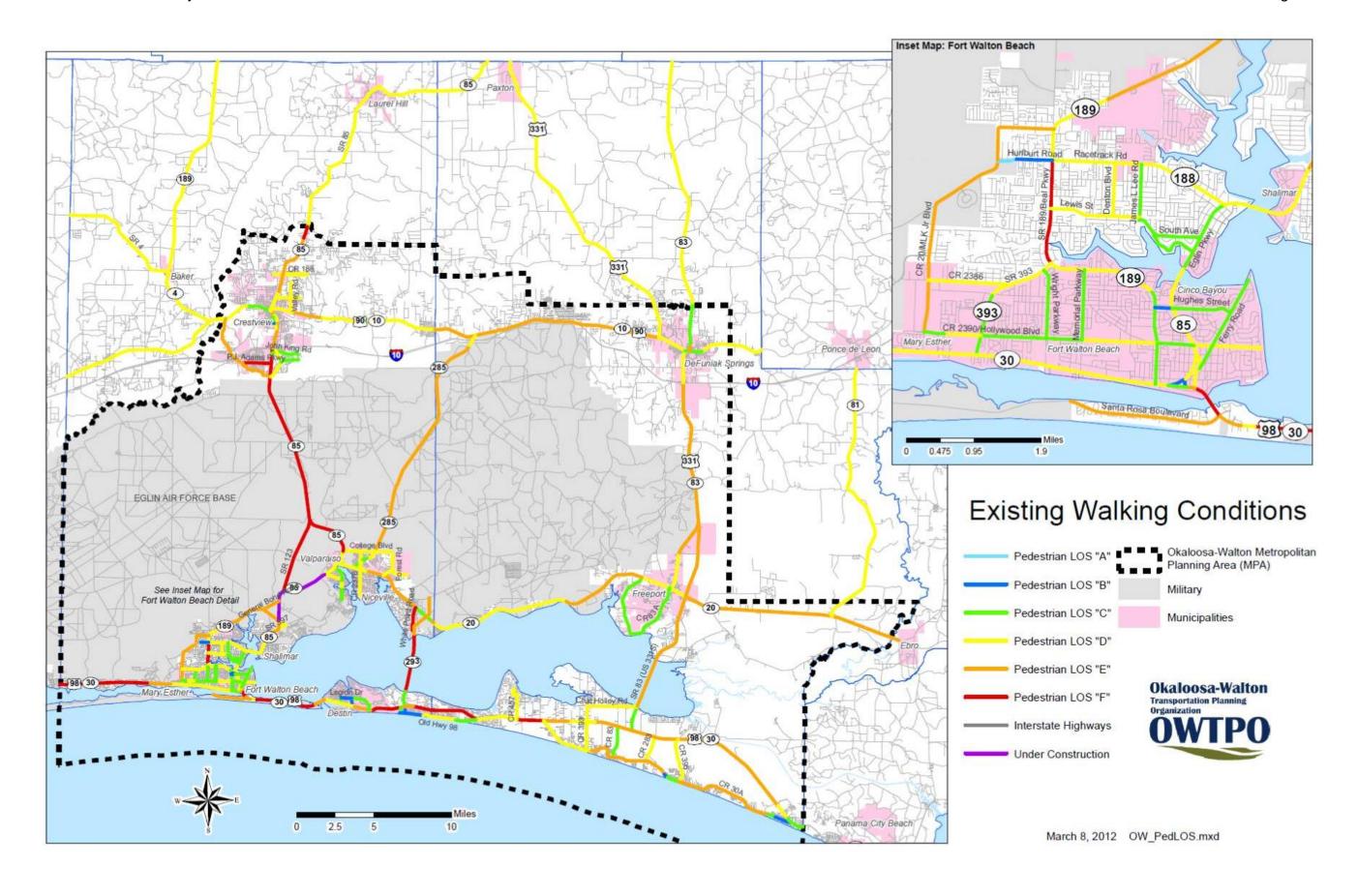


Figure 4 Pedestrian Level of Service Map



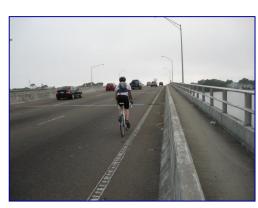
**Existing and Proposed Paved Off-road Shared Use Paths** Figure 5

# Existing Bicycle and Pedestrian Recreational Map

- Bike/Ped Concentrated Trails and Areas of Interest Hiking Trails/Routes Multi-Use Trails Unknown Trail Type = = Okaloosa-Walton ■ ■ ■ Metropolitan Planning Area
- 1 Fred Gannon Rocky Bayou State Park 2 Henderson Beach State Park 3 Topsail Hill Preserve State Park 4 Town Center One 5 Grayton Beach State Park 6 Eden Gardens State Park 7 Point Washington State Forest 8 Deer Lake State Park Florida National Scenic Trail - Blackwater River State Forest Florida National Scenic Trail - Blackwater River Blackwater River - Karick Lake Loop Florida Trail US 90 Connector Florida Trail SR 85 Connector Florida National Scenic Trail - Eglin AFB Florida National Scenic Trail - Eglin North Florida National Scenic Trail - Speck Pond Blue-Blaze Florida National Scenic Trail - Eglin East Alaqua Creek High Water Route Florida National Scenic Trail - Eglin East FTA Florida Trail US 331 Connector Florida Trail SR 20 Connector Florida Trail RT 81 Connector Yellow River Water Management Area Trails Scenic Gulf Drive/Old Hwy 98 Trail 25 Churchill Bayou Road 26 Thompson Road Connector 27 Allen Loop 28 CR 393 29 CR 83 30 CR 283 31 CR 395 Connector 32 Timpoochee Trail 3 Florida Trail - Nokuse West

### **Potential Bicycling and Walking Demand**

The level of service results described above address the "supply" issue of non-motorized transportation. An additional measure is needed to examine the "demand" for bicycle and walking facilities and thereby evaluate the relative potential for bicycle and pedestrian travel along the roadway corridors in the study area. In other words, such a measure estimates the relative amount of bicycle and pedestrian activity that would occur along a corridor if facilities were constructed and conditions were generally perceived to be excellent for bicycling and walking.



The demand criterion and the level of service criterion are complementary. When coupled, they provide a balanced picture of user need and perceived safety. For example, a particular corridor segment may have relatively poor walking conditions but relatively high pedestrian activity potential, perhaps because it is adjacent to an elementary school. Conversely, another segment may have relatively good cycling conditions but relatively low potential bicyclist activity

levels because it is in an isolated location.

The process of identifying and quantifying potential bicycle and pedestrian trip activity is known as a travel demand analysis. To perform a travel demand analysis for the bicycle and pedestrian modes, a methodology must be employed that recognizes the unique impediments to that mode. Unlike automobile travel, bicycle and pedestrian travel often does not occur due to a number of impediments, such as the frequency of poor accommodation for bicyclists and pedestrians within the existing transportation network. Consequently, existing bicycle and pedestrian counts generally do not indicate the level of potential bicycle trip activity within a roadway network. Therefore, alternative or surrogate measures of assessing bicycle and pedestrian trip activity are needed. Such an alternative method was used in this study and is described below.

The specific demand analysis technique incorporated in this plan is a variation on the widely used Latent Demand Score method. The latent demand concept is to evaluate demand based on the proximity of study network segments to key trip attractors and generators. For this study, the

potential for trip activity was evaluated based on the characteristics within the surrounding area (at the Traffic Analysis Zone, or TAZ, geographic level) of each segment for three trip attraction/generation variables: projected future population, projected future employment, and projected future school enrollment. The specific methodology steps, carried out using GIS software for each study network segment, are listed below:

- create a 0.75-mile buffer around the segment to represent the bicycle and pedestrian travel shed (the propensity of non-motorized trips typically begins to decline dramatically as distances increase beyond this distance);
- intersect the segment travel shed buffer with the TAZs from *Transportation Outlook 2035*, the TPO's long range transportation plan
- calculate the proportion of the travel shed buffer that intersects the various TAZs;
- multiply the intersect area proportions for each TAZ by the projected population, projected employment, and projected school enrollment for those TAZs (this effectively calculates the TAZ data for the portion of the TAZ that coincides with the travel shed); and
- sum the data for each of the TAZs that intersects any portion of the travel shed buffer to estimate the total population, employment, and school enrollment for the segment.

Those segments with the highest level of projected population, projected employment, and



projected school enrollment within 0.75 miles are those with the highest latent demand for bicycle and pedestrian activity. The results are shown in Figure 6. It is worth noting that these results are influenced by segment length to some degree, but longer segments are counter-balanced when facility costs are considered in the prioritization calculations described later in the plan (see page 18).

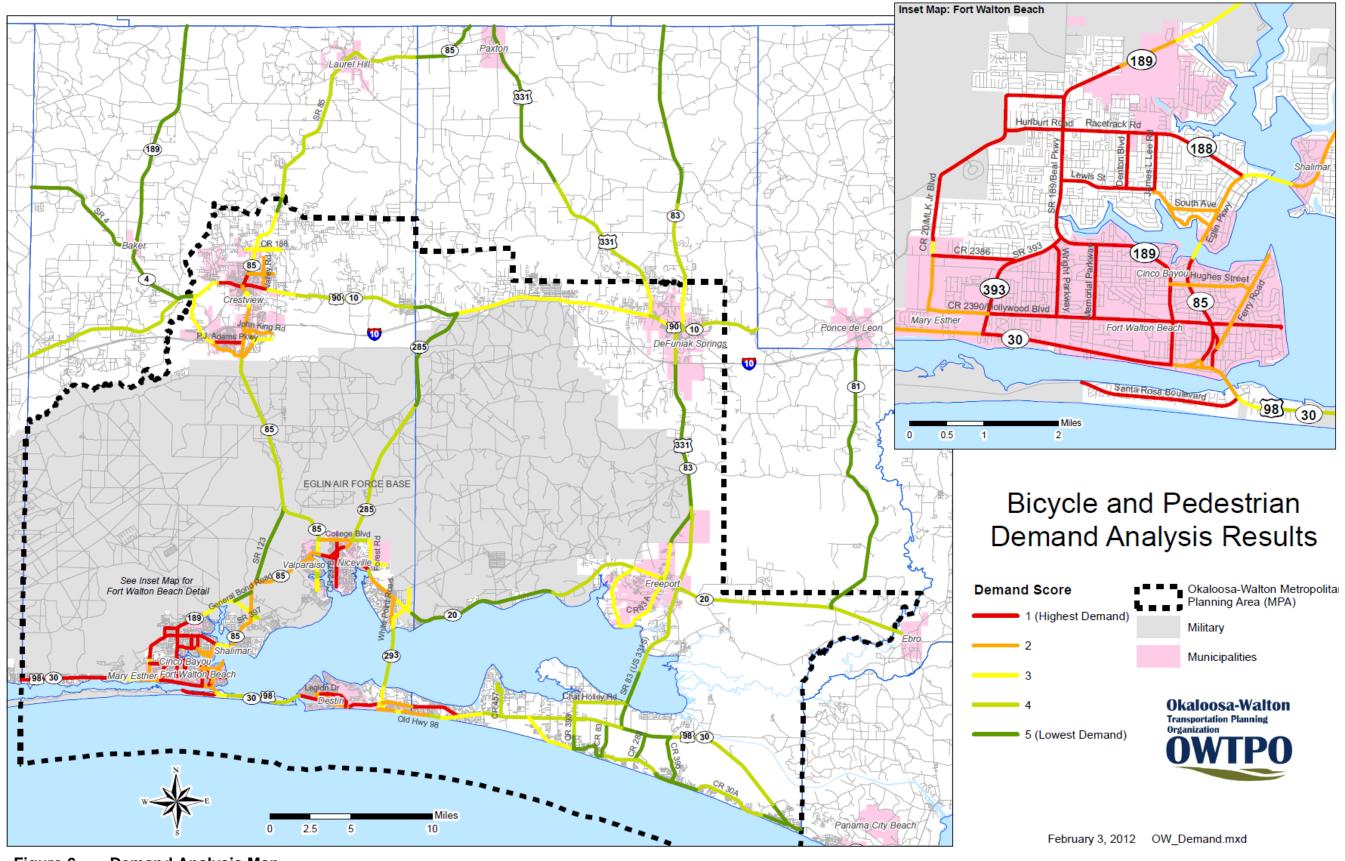


Figure 6 Demand Analysis Map

### **Public Input**

As with all Okaloosa-Walton TPO planning projects, this *Bicycle Pedestrian Master Plan Addendum* includes a public involvement component. Public input was received and taken into consideration throughout the duration of the project, but was focused on public workshops

conducted in December 2011 and February 2012. The first workshop included several interactive stations related to the *Bicycle Pedestrian Master Plan Addendum*.

Participants viewed materials highlighting the benefits (both personal and community-wide) of bicycling and walking, provided feedback on the draft existing conditions results, helped establish the regional target level of accommodation for bicycling and walking, and were given



the opportunity to "vote" for locations on the study network where new bicycle and pedestrian facilities would be most beneficial from their perspectives. This final element of participation, which included votes for bike lanes, sidewalks, and shared use paths, plays a direct role in the prioritization of facility improvements described later in the plan. Workshops included an open house at the Defuniak Springs Community Center and an interactive presentation to the Seabreeze Neighborhood Action Group in Ft. Walton Beach. Participants at the second round of workshops (held in Niceville and Santa Rosa Beach) reviewed and provided feedback on draft facility recommendations and prioritization, and were given a chance to see how their input from the first round of workshops were incorporated into the planning process.

### **Review of Existing Plans**

To help inform the development of this *Bicycle Pedestrian Master Plan Addendum*, many existing related planning documents were reviewed, most notably the TPO's 2008 *Bicycle / Pedestrian Master Plan*. The 2008 plan is a guidance document with a focus on knowledge, concepts and plans to improve walkability, bicycling, and other aspects of livable communities. While the focus on this 2011 update is the identification of bicycle and pedestrian facilities to help achieve more complete streets, these prior policy-related recommendations and toolbox strategies will remain relevant and useful to Okaloosa and Walton Counties.

Numerous other planning documents from the region's local governments were reviewed to determine the extent to which bicycle and pedestrian facility needs have already been identified. The findings suggest that while much work has been done to promote the need for increased non-motorized transportation, the identification of specific facility needs is limited, particularly on the collector and arterial roads that form the project study network. The few cases where such needs have been identified, notably through the TPO's *Transportation Outlook 2035* ( the TPO's long range transportation plan), the City of Fort Walton Beach's *Planned Bicycle Improvements through 2020*, and the City of *Destin's Pathways Master Plan*, 2009 Update, have been used to help inform the prioritized needs rankings.

### **Recommended Facility Types and Associated Costs**

To develop project cost estimates for use in prioritizing candidate projects, it is first necessary to identify specific bicycle and pedestrian facility improvement costs for the study network segments. Some segments, specifically those with existing facilities and those that provide good existing conditions, do not have an associated facility need. For all others, a recommended facility type has been identified, ranging from relatively inexpensive projects to those involving more significant financial and time commitments.

For the bicycle mode, one of six potential outcomes has been identified for each of the analyzed roadway segments. These outcomes include the following:

- no recommended improvement (existing or programmed bicycle facility);
- no recommended improvement (target bicycle level of service met);
- roadway restriping (reduction of existing lane widths to create space for bike lanes);
- road diet (reduction of the number of lanes to create space for bike lanes);
- add paved shoulder (subdivided into minor re-grading and major re-grading); and
- more detailed corridor study will be needed to identify the appropriate improvement.

The decision tree shown in Figure 7 illustrates the steps involved in making the facility recommendation outcomes, each of which is discussed in more detail within this section.

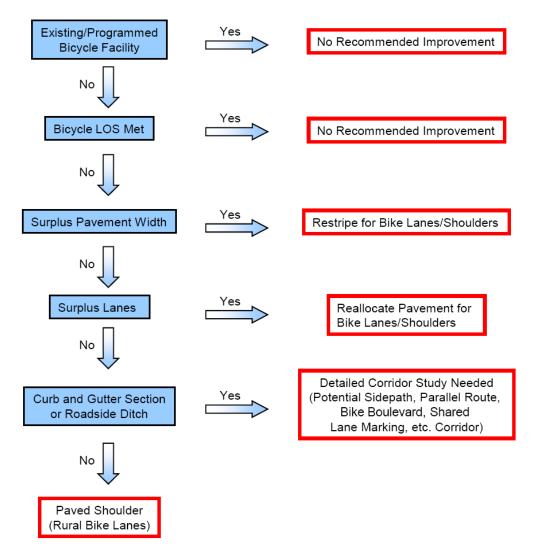


Figure 7 Bicycle Facility Decision Tree

For the pedestrian mode, there are four potential outcomes, as listed below and shown in Figure 8:

- no recommended improvements (existing or programmed pedestrian facility);
- no recommended improvement (target pedestrian level of service met);
- add sidewalks (subdivided into minor re-grading, major re-grading); and
- more detailed study needed, as grading needs will likely be extreme.

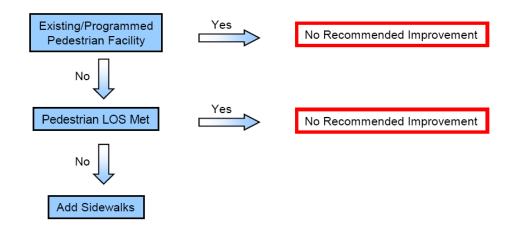


Figure 8 Pedestrian Facility Decision Tree

Bicycle Facility Recommendation Types



Existing Bicycle Facilities One of the primary purposes of this plan is to identify locations for new on-road bicycle facilities. Accordingly, the first step in the facility recommendation process is to identify and filter out those study network segments where a bicycle facility already exists (or is programmed for construction). For the purposes of this analysis, an existing bicycle facility is constituted by any designated bike lane or a paved shoulder at least four feet wide. Segments meeting one of these criteria have been identified as having an existing bicycle facility; the analysis of all other segments continued into the next step. An exceptionally high percentage of the study network (316 miles, or approximately 68%) has existing bicycle facilities. While much of this mileage consists of paved shoulders in

rural areas, there are also many designated bike lanes inside the urbanized areas. While there are still many opportunities to create new bicycle facilities, the preponderance of existing facilities indicates that the region has a substantial network in place for bicycling.

**Target Bicycle Level of Service Met** As described in the Existing Conditions section of the plan, an analysis of existing bicycling conditions was performed for the study network. A bicycle level of service score, ranging from "A" (best) to "F" (worst), was calculated. There are many cases where a relatively high level of accommodation can be achieved even in the absence of a striped

shoulder or bike lane. This situation frequently occurs on low-volume (including low-truck volume) minor collector streets with typical or greater than typical lane widths. Members of the public and the TPO advisory committees provided input that led to the establishment of a target bicycle level of service of "C" for the TPO study area. All segments without an existing bicycle facility where the target level of service is nonetheless met (37 miles, or approximately 8% of the study network) are included in this category.

Roadway Restripe Candidates Among strategies commonly used to improve bicycling conditions, roadway restriping is frequently considered the most desirable solution. This is because of the very low (or effectively non-existent, if performed in concert with scheduled resurfacing) associated cost and the existence of excess lane width on many streets. For this reason, roadway restriping was the first option analyzed for the study network after those segments with existing bicycle facilities and those where the target accommodation level has been met were filtered out of the process.

For the purposes of this *Plan*, the TPO has identified a minimum lane width of 11 feet. The analysis spreadsheet was programmed accordingly to determine whether the total pavement width (TPW) of each roadway segment is sufficient to leave space for four feet of bicycle facility in each direction of travel while preserving the minimum lane width for all other travel lanes. Several other specifications were considered in this portion of the analysis.

- ➤ The TPW is typically the width from one edge of the roadway to the other edge, but for divided roadways is only from one edge of the roadway to the raised median. This is done because roadway restriping assumes that no median reconstruction will occur.
- For segments that include a two-way left turn lane, a minimum width of 12 feet was designated to maintain the two-way left turn lane.
- For segments with existing striped on-street parking, a minimum width of eight feet in each direction was designated to maintain the parking lanes.

All segments that were shown to have space for bicycle facilities while meeting the above requirements have been designated roadway restripe candidates. The analysis shows that bike lanes and paved shoulders already exist in most locations where there is adequate space within

the existing pavement width. 17 miles (4% of the study network) were identified as restripe candidates.

Road Diet Candidates While the removal of travel lanes to create bicycle facilities (i.e., a road diet) is also relatively inexpensive to implement, restriping is typically a less noticeable change to a roadway and should generally be considered first. Road diets are frequently considered when a preliminary analysis indicates that sufficient capacity exists to effectively accommodate motor vehicle traffic for the foreseeable future with the reduced number of lanes. Such preliminary planning-level analyses have been performed for this project to identify road diet candidates. Significantly more detailed operational analyses should be carried out for individual sections before moving forward with any of the identified projects.

The motor vehicle capacity analyses used the projected 2035 model year volume for each segment, as developed for *Transportation Outlook 2035*, the TPO's long range transportation plan. Planning-level estimates of future year motor vehicle capacity are feasible through the use of generalized level of service tables, which are based upon default values using the *Highway Capacity Manual*. The Florida Department of Transportation has developed a set of generalized motor vehicle level of service tables<sup>3</sup> that are widely utilized throughout the state. The tables use default values for different area types for many traffic variables such as K-factor (planning analysis hour factor), D-factor (directional distribution factor), peak hour factor, and g/C (green time to cycle length) ratio. The lookup tables produce a level of service result based on roadway class (determined through average signal spacing, which was field-collected), traffic volume, and number of lanes. These lookup tables were programmed into the analysis database.

For segments that do not fall into one of the first three analysis categories (existing facilities, target level of service met, and roadway restripe candidates), the number of lanes was hypothetically reduced (e.g., 4-lane to 2-lane) to determine the resulting future year motor vehicle level of service. The results were compared against the identified motor vehicle level of service standard of "C" to see where excess capacity exists. As with roadway restripe candidates, the opportunity

<sup>&</sup>lt;sup>3</sup> 2009 Quality/Level of Service Handbook, Florida Department of Transportation.

for road diets in the region is limited. In fact, only three segments totaling approximately four miles fall into this category, indicating that a widespread road diet program is likely infeasible.

Add Paved Shoulders Candidates At this point in the analysis process, remaining roadway segments were examined to determine the feasibility of adding paved shoulders, which could be designated as bike lanes, at the edge of the existing pavement. While more expensive than roadway restriping and road diet projects, constructing paved shoulders on the outside of the existing edge of pavement is still much less expensive than projects that involve reconstruction of the roadway. For a network segment to be considered a candidate for adding paved shoulders, it must meet two criteria: 1) have an open shoulder cross-section, and 2) have a roadside profile value of 1 or 2 on the 1-3 scale described in the existing conditions methodology. Such segments have been further subdivided into those with minor re-grading necessary (roadside profile of 1) and those with major re-grading necessary (roadside profile of 2). Of the remaining unclassified segments, 11 miles (2% of the study network) meet these criteria.

Detailed Corridor Study Needed (DCSN) Many study segments present minimal opportunity for improving bicycling conditions through any of the identified roadway retrofit strategies discussed above. Specific bicycling-related improvements to these segments (the 74 miles representing the remaining 16% of the study network) will require extensive and detailed operational-level investigations of the constraints and opportunities along these corridors. Several specific opportunity options, which are briefly discussed below, can and should be investigated by the implementing jurisdictions to better accommodate bicycling on the DCSN-designated corridors. Closing these challenging gaps can greatly increase connectivity of the bicycling network and improve neighborhood linkages, thereby promoting increased bicycling activity and leading to associated public health, environmental, and energy savings benefits.

Some DCSN corridors may be potential "sidepath" candidates. Sidepaths are shared use paths adjacent to the roadway (*i.e.*, in the same right-of-way). Individual corridor studies would be

needed to verify the extent of available rights-of-way as well as the design options and feasibility of developing a sidepath<sup>4</sup> along any given segment.

Also, in a limited number of cases, jurisdictions should consider the use of alternative parallel routes for DCSN corridors. Provision of a bicycle facility on a built-out urban arterial may be financially or otherwise infeasible. However, there may be a parallel lower-volume local street, perhaps offset by only a block ("one-off"), which could sufficiently accommodate bicycle travel while still providing reasonable access to commercial destinations along the arterial roadway. A parallel street might be made to better accommodate bicyclists through geometric or operational improvements, such as implementation of a bicycle boulevard design to enhance conditions for the bicycle mode while discouraging use of the street by through motor vehicle traffic. Potential treatments for such parallel corridors can begin with the inclusion of enhanced signage (including wayfinding signage) and pavement markings (including Shared Lane Markings), and then progress to bicycle-friendly traffic calming treatments such as speed pillows, chicanes, and even traffic diverters. In locations where a sufficient grid network exists, it is possible to create a "one-off" network that allows bicyclists and pedestrians to travel greater distances more comfortably. Again, a detailed operational analysis would be required to confirm whether the potential implementation of the improved parallel routes could be applied along a particular corridor.

The network-wide bicycle facility recommendations are shown in Figure 9.

<sup>&</sup>lt;sup>4</sup> While sidepaths appear to many to be appropriate bicycle facility alternatives, crash statistics and operational challenges from across the United States and around the world provide ample warning that in many settings, they are not (see AASHTO *Guide for the Development of Bicycle Facilities*, pp.33-35). Preliminary corridor-specific design is needed for each to determine their feasibility from an operational/safety standpoint. For more information on the design requirements of sidepaths see Petritsch, T.A., B.W. Landis, H.F. Huang, and S. Challa, "Sidepath Safety Model: Bicycle Sidepath Design Factors Affecting Crash Rates" *Transportation Research Record 1982*, Transportation Research Board, Washington, DC, 2007.

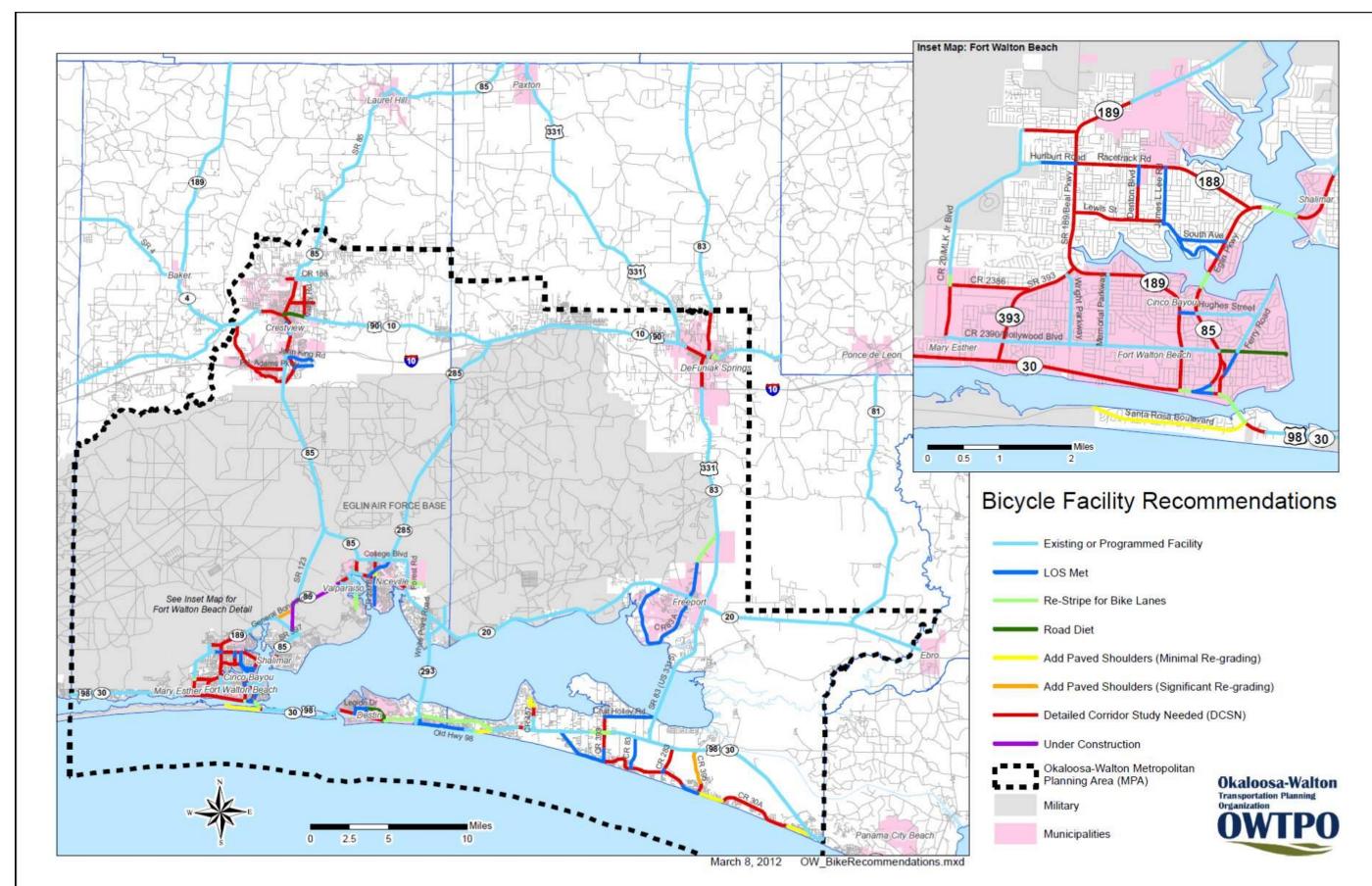


Figure 9 Bicycle Facility Recommendations Map

Pedestrian Facility Recommendation Types

**Existing Pedestrian Facilities** One of the primary purposes of this plan is to identify locations for new pedestrian facilities. Accordingly, the first step in the facility recommendation process is to

identify and filter out those study network segments where a pedestrian facility already exists (or is programmed for construction. For the purposes of this analysis, a segment is considered to have an existing pedestrian facility if 100% of the segment has sidewalks (or a shared use path) on both sides of the roadway. This category includes 48 miles, or approximately 10% of the study network, almost exclusively inside the urbanized area.



Target Pedestrian Level of Service Met As described in the Existing Conditions section of the plan, an analysis of existing walking conditions was performed for the study network. A pedestrian level of service score, ranging from "A" (best) to "F" (worst), was calculated. There are many cases where a relatively high level of accommodation can be achieved even in the absence of a sidewalk. This situation frequently occurs on low-volume, low-speed minor collector streets. Members of the public and the TPO advisory committees provided input that led to the establishment of a target pedestrian level of service of "C" for the TPO study area. All segments without an existing pedestrian facility where the target level of service is nonetheless met (30 miles, or approximately 6% of the study network) are included in this category.



Add Sidewalks For all remaining segments, which represent 84% of the mileage on the study network, the addition of sidewalks (or filling any sidewalk gaps) is recommended. Within this category of recommended sidewalks, three separate unit costs have been developed based on the roadside profile: one for minor re-grading (roadside profile of 1, with 11% of the network mileage), one for major re-grading (roadside profile of 2, with 8% of

the network mileage), and one for more detailed study needed (roadside profile of 3, with 64% of the network mileage).

The network-wide pedestrian facility recommendations are shown in Figure 10 on the following page.

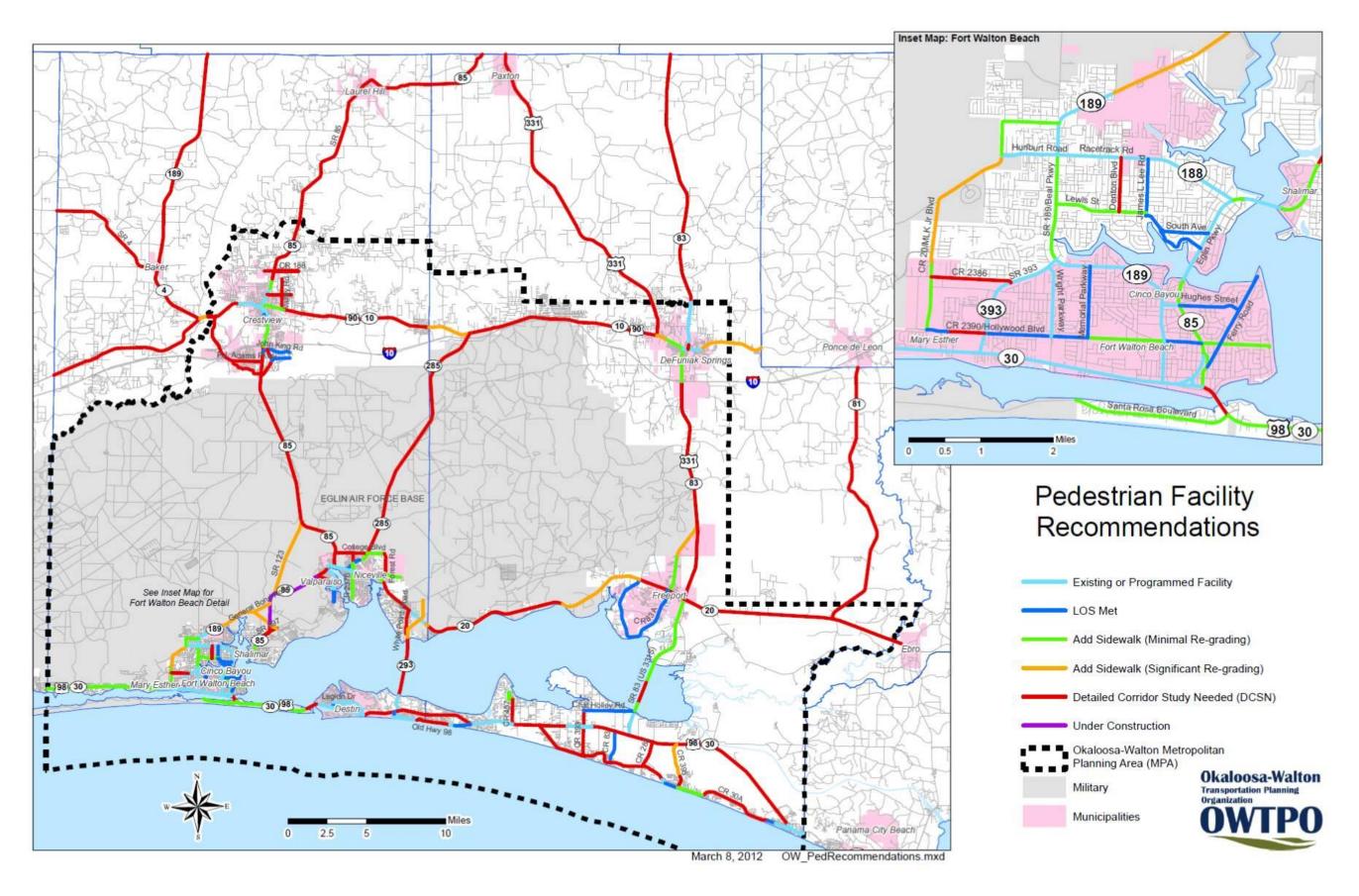


Figure 10 Pedestrian Facility Recommendations Map

### Development of Unit Costs for Proposed Facility Types

The final input for the Benefit-Cost Index is the cost per mile of construction of an identified potential improvement. For each of the above improvement types, costs were estimated using FDOT District 3 historical costs.<sup>5</sup> Unit costs (\$/mile) for each facility type identified above were estimated. These per mile costs were then multiplied by the overall length of the study segment to determine project costs. Because of the uncertainty of potential findings associated with the Detailed Corridor Study Needed project type, a relatively high estimated cost (that for a sidepath with significant grading required) was selected to represent these projects. The estimated per mile costs are provided in Tables 3 and 4, along with the associated total network cost for each project type based on the identified improvements.

Table 2 Estimated per Mile Costs for Bicycle Facility Improvements

Bicycle Facility Type	Cost per Mile	Network Cost (millions)
Restripe road to add bike lane/shoulder	\$19,352	\$0.3
Road diet (4-lane w/ twltl* to 2 lanes and bike lane/shoulder)	\$40,143	\$0.2
Add paved shoulders/bike lane (minimal re-grading)	\$158,544	\$1.2
Add paved shoulders/bike lane (significant re-grading)	\$198,986	\$0.6
Detailed corridor study needed (assumed sidepath w/ significant grading)	\$472,882	\$37.5
* two-way left turn lane		

Table 3 Estimated per Mile Costs for Pedestrian Facility Improvements

Pedestrian Facility Type	Cost per Mile	Network Cost (millions)
Add sidewalk (minor re-grading)	\$143,411	\$10.2
Add sidewalk (significant re-grading)	\$174,164	\$11.5
Add sidewalk (detailed corridor study needed)	\$472,882	\$261.5

### **Prioritization Procedure**

In order to prioritize the community's non-motorized transportation facility needs, an objective prioritization methodology is necessary. The methodology selected for prioritizing the candidate facilities is a Benefit-Cost Index. The Benefit-Cost Index is based upon traditional benefit-cost ratios used in infrastructure investment planning and programming. It provides an indication of the relative value of improving a transportation facility with respect to other (candidate) transportation facilities. The benefit side (numerator) of the Benefit-Cost Index includes three factors: existing conditions, potential demand, and combined public input/identification in prior plans. These are combined, weighted, and then compared against the identified construction cost (denominator). Those segments with the highest resulting Benefit-Cost Index are those that are expected to yield the greatest benefit to the region's bicyclists and pedestrians relative to the cost required to improve them. The previous section of this plan describes the evaluations of the various benefits; the methodology for quantifying, normalizing, and weighting them is described below.

### **Existing Conditions**

As noted previously, a bicycle level of service score and a pedestrian level of service score were calculated for each study network segment. To determine the degree of facility need from an existing conditions perspective, the scores were compared against the identified target level of accommodation of bicycle/pedestrian LOS "C," which equates to 3.5 or better on the numerical scale. Therefore, a segment with a bicycle LOS of 6.3 ("F") has a significantly greater need for bicycle facility improvements than a segment with a bicycle LOS of 4.8 ("D"). As with the other benefits components, the difference between the actual and target level of service has been normalized to a 1-100 scale in order to make comparisons between the benefits meaningful. In this case, the segment that comes closest to already meeting the level of service target without actually doing so (and without an existing facility for the mode in question) has a value of one; the segment with the worst level of service score has a value of 100, and all other scores are scaled in between.

### Potential Demand

The demand score for each segment is effectively the projected future year population, projected future employment, and projected future school enrollment within the segment's bicycle and

<sup>&</sup>lt;sup>5</sup> Pavement Marking Removal was based upon statewide 12-month average because of small sample size.

pedestrian travel shed. As with the existing conditions (level of service) scores, these values have been normalized on a 1-100 scale for prioritization purposes with the highest demand score equating to a value of 100 and the lowest equating to a value of one.

### Public Input and Prior Plans

The public input/prior plans benefit component consists of two elements: public votes, and identification in other plans.

Public votes for bike lanes and shared use paths were both counted as bicycle facility votes. Public votes for sidewalks and shared use paths were both counted as pedestrian facility votes. For each mode, the number of votes for each study network segment was either zero or one.



The methodology for combining these two elements, along with identification in other plans, is as follows:

- Public votes, ranging from zero to one, are counted as points as they are;
- Identification in an adopted plan also counts as one point (per document).

### **Benefit-Cost Index and Prioritization Results**

A Benefit-Cost Index was calculated for all segments except those identified either as having an existing facility or as meeting the target level of service; such segments were filtered out of the prioritization process to help focus improvements where they are most needed, leaving 145 prioritized pedestrian projects and 91 prioritized bicycle projects. TPO staff, with input from the TPO advisory committees and the consulting team, established a benefit weighting system of 40% for existing conditions, 35% for potential demand, and 25% for public input/prior plans.

Accordingly, the Benefit-Cost Index equation is (0.4\*LOS + 0.35\*Demand + 0.25\*Input/Plans) / Cost per Mile. These results were then multiplied by 100,000 to convert them to a more reasonable scale.

Segments with the highest Benefit-Cost Index are those with the highest priority relative to other segments.<sup>6</sup> For display purposes, all prioritized projects were grouped into five priority tiers with Tier I representing the highest priorities and Tier V representing the lowest priorities. The results are shown by mode in Figures 11 and 12 and by tier in Figures 13-17 and Tables 5-9. The detailed benefit-cost analysis can be seen in Appendices D and E for the bicycle and pedestrian modes, respectively. **The cumulative cost for all candidate construction projects is approximately \$40 million for the bicycle mode and approximately \$283 million for the pedestrian mode.** Appendix F shows a combined ranked listing of bicycle and pedestrian projects, which is simply a joining of the two mode-specific priority lists.

<sup>&</sup>lt;sup>6</sup> This, of course, does not suggest that segments that rank lower on the priority list should not receive bicycle or pedestrian facility improvements, especially if a location-specific funding opportunity presents itself.

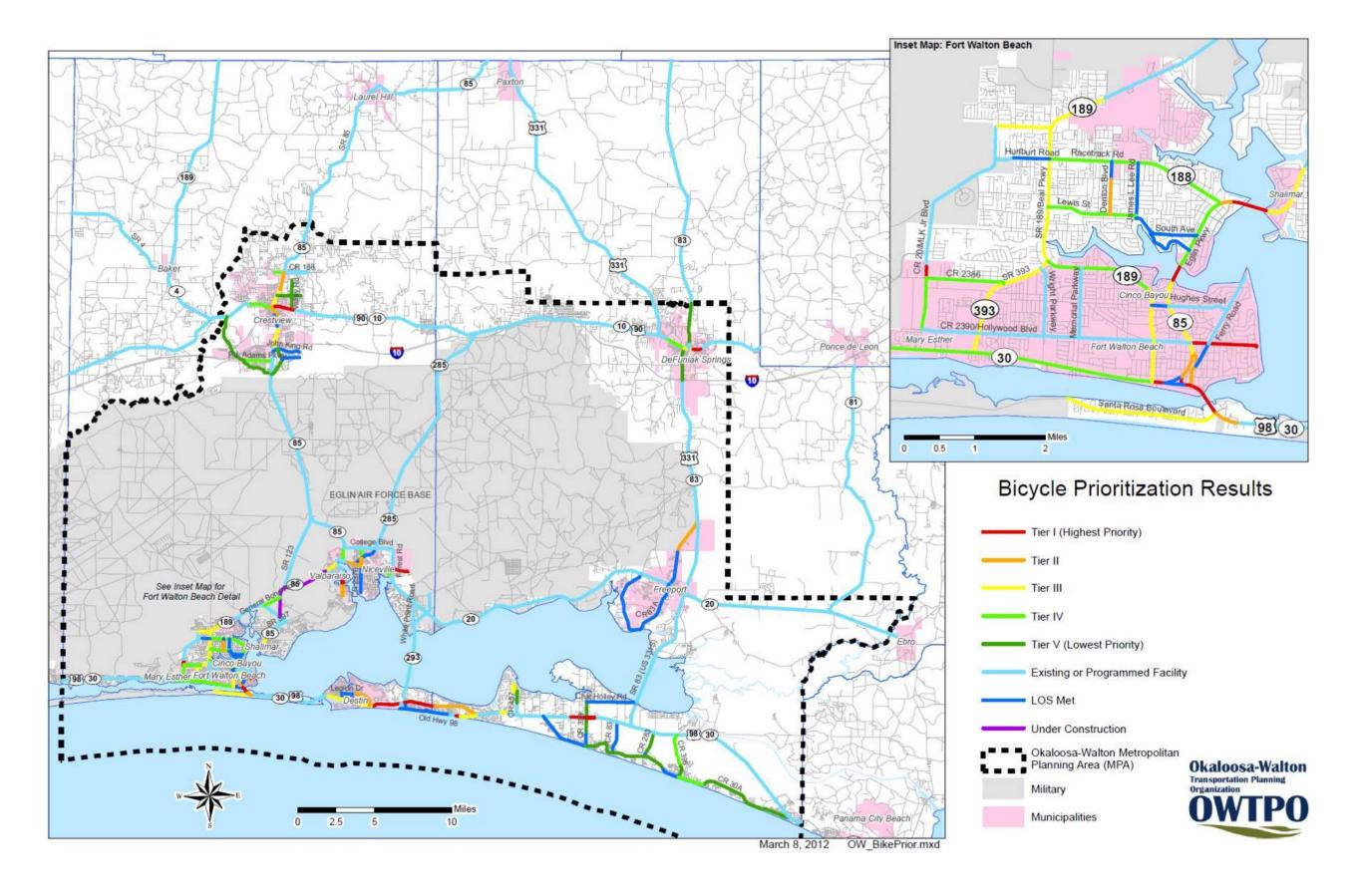


Figure 11 Bicycle Priorities Map

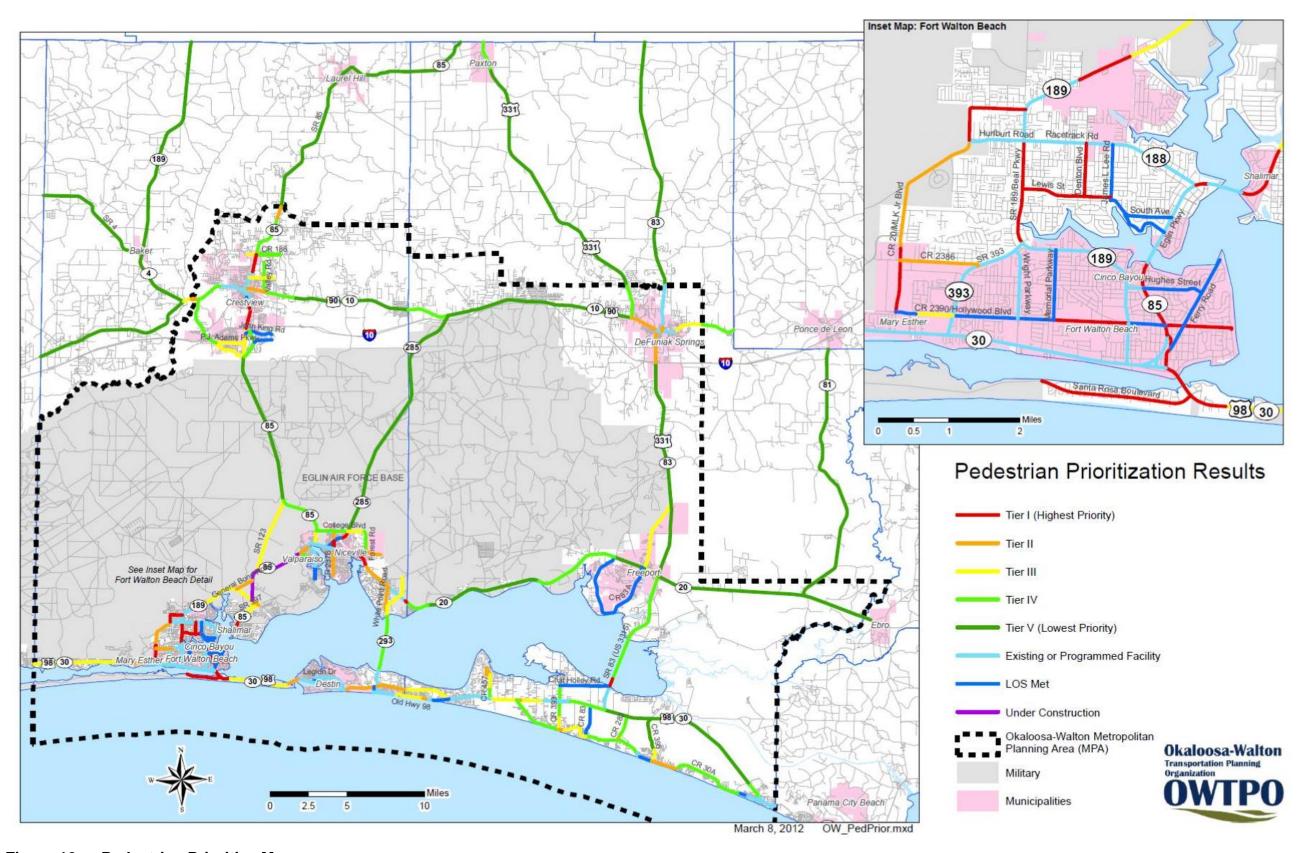


Figure 12 Pedestrian Priorities Map

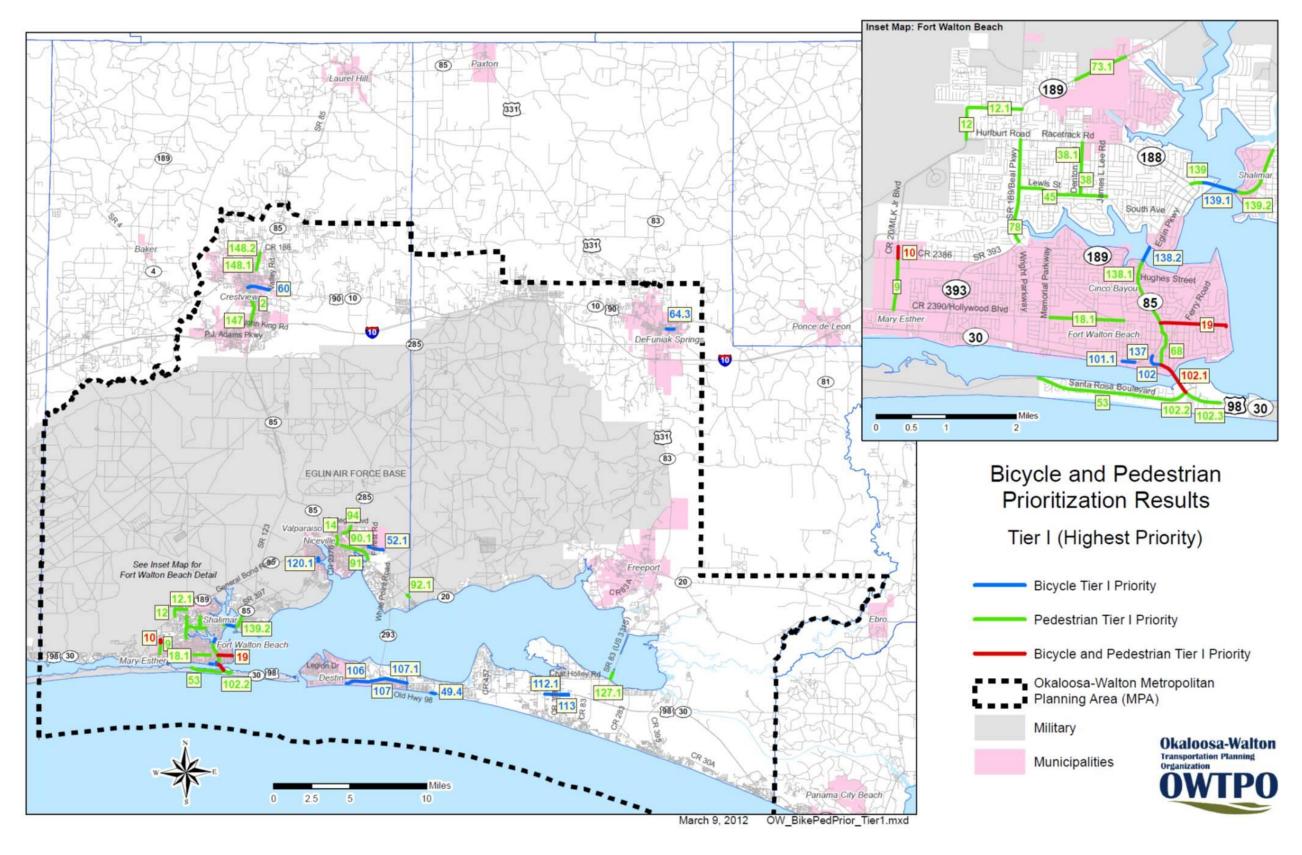


Figure 13 Tier I Priorities Map

Table 4 Tier I Priorities

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
2.0	Bay St		Duggan Ave	Randolph Court	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$47,326	16.82	P20
9.0	CR 20	Hill Avenue	Hollywood Boulevard	Lovejoy Road	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$209,380	14.48	P25
10.0	CR 20	Martin Luther King Jr. Boulevard	Lovejoy Road	Ajax Drive	1	Okaloosa	Bicycle	Е	Re-Stripe Candidate	\$3,290	695.63	B2
10.0	CR 20	Martin Luther King Jr. Boulevard	Lovejoy Road	Ajax Drive	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$24,380	109.43	P4
12.0	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Hurlburt Field Road	Green Acres Drive	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$137,675	21.08	P18
12.1	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Green Acres Drive	SR 189	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$217,985	15.21	P23
14.0	CR 2376 (Niceville)		SR 20	SR 285	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$68,837	35.87	P12
18.1	CR 2390		Memorial Parkway	SR 189	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$112,936	50.73	P8
19.0	CR 2390		SR 85	Terminus	1	Okaloosa	Bicycle	D	Road Diet Candidate	\$38,537	62.82	B17
19.0	CR 2390		SR 85	Terminus	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$137,675	14.95	P24
38.0	Denton Boulevard		Mayflower Avenue	Bob Sikes Road	1	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$236,441	12.98	P27
38.1	Denton Boulevard		Bob Sikes Road	SR 188	1	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$118,221	20.92	P19
45.0	Lewis St/Mayflower Ave		SR 189	James L Lee Rd	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$182,132	13.98	P26
49.4	Old Hwy 98		Pedestrian Overpass 1	Summer Haven Trail	1	Walton	Bicycle	D	Re-Stripe Candidate	\$5,806	141.24	B10
52.1	Rocky Bayou Dr		Forest Rd	Huntington Rd	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$19,352	83.03	B14
53.0	Santa Rosa Boulevard		Eglin AFB Boundary	US 98 (SR30)	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$281,372	10.44	P28
60.0	SR 10 (US 90)		SR 85/ Ferdon Boulevard	Sikes Drive	1	Okaloosa	Bicycle	F	Road Diet Candidate	\$57,404	72.70	B16
64.3	SR 10 (US 90)		4th Street	Baldwin Avenue	1	Walton	Bicycle	Е	Re-Stripe Candidate	\$9,482	226.79	B8
68.0	SR 145	Perry Street	US98 (SR30)	SR85/ Eglin Parkway	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$14,628	172.30	P3
73.1	SR 189	Lewis Turner Boulevard	Roberts Boulevard	Mooney Road	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Major Regrading)	\$135,848	23.65	P17
78.0	SR 189	Beal Parkway	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	1	Okaloosa	Pedestrian	F	Add Sidewalk (Minor Regrading)	\$189,733	29.78	P16
90.1	SR 20		Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$168,723	31.80	P13
91.0	SR 20		N end of Rocky Bayou bridge	S end of Rocky Bayou bridge	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$122,949	30.22	P15
92.1	SR 20		1000 ft. W of Walton County Line	Walton County Line	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Major Regrading)	\$66,182	43.62	P10
94.0	SR 285		Swift Creek Bridge (South end)	College Boulevard. OK-WL Urbanized Area Boundary	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$106,124	15.43	P22
101.1	SR 30 (US 98)		SR 189	Western Leg SR 85	1	Okaloosa	Bicycle	E	Re-Stripe Candidate	\$3,483	717.21	B1
102.0	SR 30 (US 98)		Eastern Leg SR 85/Florida Place	Perry Avenue	1	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$47,288	62.46	B18
102.1	SR 30 (US 98)		Perry Avenue	Santa Rosa Boulevard	1	Okaloosa	Bicycle	Е	Re-Stripe Candidate	\$10,450	276.75	В6
102.1	SR 30 (US 98)		Perry Avenue	Santa Rosa Boulevard	1	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$63,839	56.53	P7
102.2	SR 30 (US 98)		Santa Rosa Boulevard	Pier Road	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$19,504	105.25	P5
102.3	SR 30 (US 98)		Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$5,450	247.43	P2
106.0	SR 30 (US 98)		Emerald Coast Parkway/ Old US98	Matthew Blvd	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$39,285	79.70	B15
107.0	SR 30 (US 98)		Matthew Blvd	Kel-Wen Circle	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$15,482	112.88	B12
107.1	SR 30 (US 98)		Kel-Wen Circle	Walton County Line	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$23,609	88.89	B13
112.1	SR 30 (US 98)		Thompson Road/Bishop-Tolbert Road	CR 393	1	Walton	Bicycle	F	Re-Stripe Candidate	\$19,546	138.00	B11
113.0	SR 30 (US 98)		CR 393	Veterans Road	1	Walton	Bicycle	Е	Re-Stripe Candidate	\$9,870	256.79	В7
120.1	SR 397	John Sims Parkway	S end of bridge	Bayshore Drive	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$3,483	290.69	B5

Table 4 Tier I Priorities (continued)

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
127.1	SR 83 (US 331S)		Chat Holley Road	Choctawatchee Bay Bridge (south end of span)	1	Walton	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$131,938	15.73	P21
137.0	SR 85		US 98 (SR 30)	1st Street	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$2,516	547.11	В3
138.1	SR 85		Perry Avenue	S end of bridge	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$56,719	38.62	P11
138.2	SR 85		S end of bridge	N end of bridge	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$4,064	392.49	B4
139.0	SR 85		SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$2,581	443.54	P1
139.1	SR 85		W end of bridge	E end of bridge	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$9,095	211.17	B9
139.2	SR 85		E end of bridge	12th Avenue	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$19,576	79.65	P6
147.0	SR 85		I-10 (SR8)	Duggan Avenue	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$56,361	46.70	P9
148.1	SR 85		Jones Road	Garden Street	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$88,915	31.09	P14
148.2	SR 85		Garden Street	CR 188/ Old Bethel Road	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$241,170	10.08	P29

Total Cost: \$3,586,640

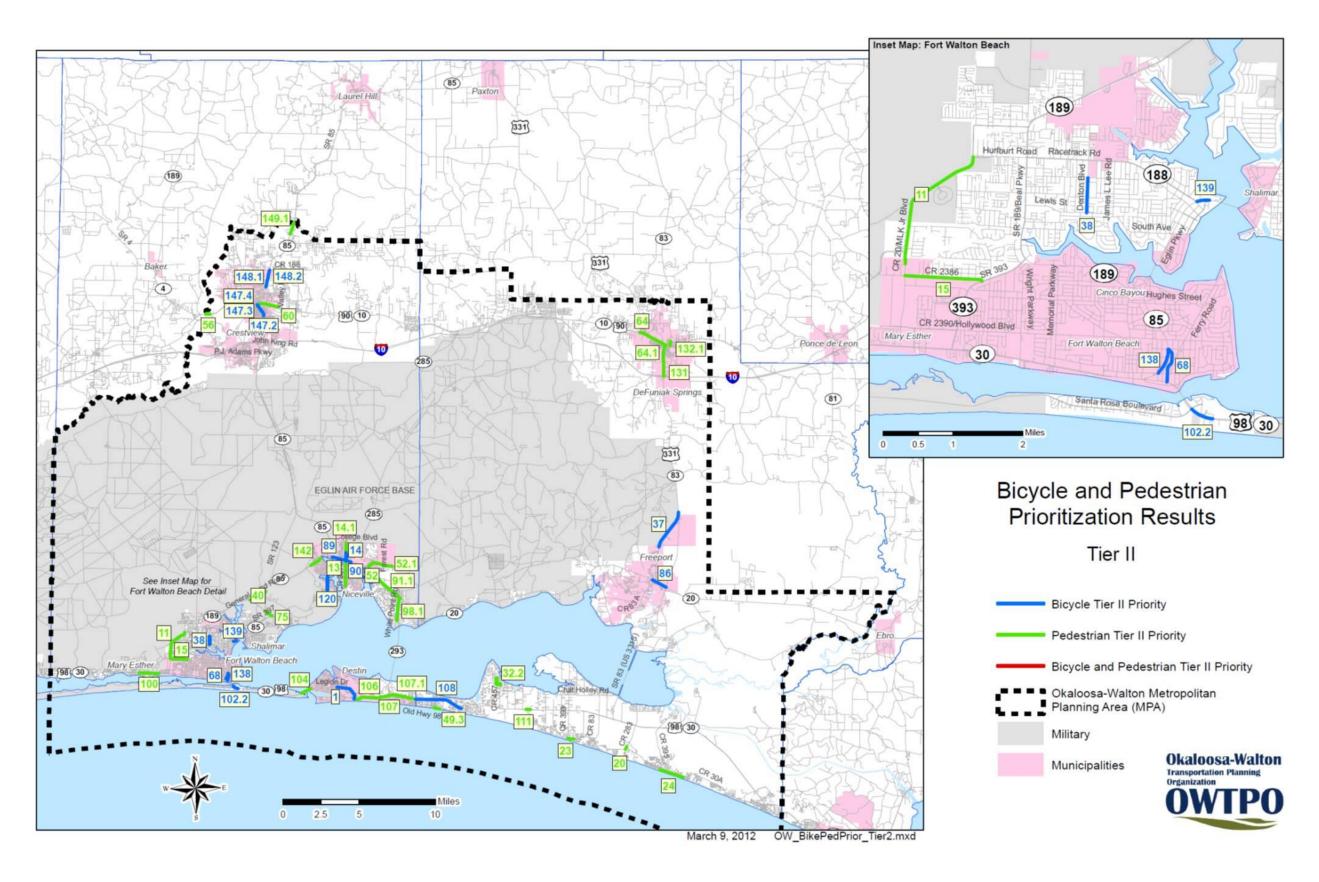


Figure 14 Tier II Priorities Map

Table 5 Tier II Priorities

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
1.0	Airport Rd		Main St	US 98	2	Okaloosa	Bicycle	D	Road Diet Candidate	\$65,433	36.92	B24
11.0	CR 20		Ajax Drive	Hurlburt Field Road	2	Okaloosa	Pedestrian	E	Add Sidewalk (Major Regrading)	\$703,623	4.49	P53
13.0	CR 2376 (Niceville)	Palm Boulevard	Bay Shore Drive	John Sims Parkway (SR 20)	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$456,334	7.86	P34
14.0	CR 2376 (Niceville)		SR 20	SR 285	2	Okaloosa	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$76,101	22.33	B27
14.1	CR 2376 (Niceville)		SR 285	College Boulevard	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$326,289	7.37	P37
15.0	CR 2386	Lovejoy Road	Hill Avenue	Mary Esther Boulevard	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$529,628	5.16	P49
20.0	CR 283		CR 30A	Urbanized Area Boundary	2	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$85,119	4.35	P56
23.0	CR 30A		CR 393	Mary Street	2	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$139,973	3.60	P57
24.0	CR 30A		CR 395	Eastern Lake Road	2	Walton	Pedestrian	E	Add Sidewalk (Minor Regrading)	\$229,458	5.98	P45
32.2	CR 457	Mack Bayou	N of Wild Briar Drive	Harborview Road	2	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	<b>\$</b> 183,566	7.71	P35
37.0	CR 883		Freeport City Limits/ Pine Street	US 331	2	Walton	Bicycle	F	Re-Stripe Candidate	\$51,476	60.93	B19
38.0	Denton Boulevard		Mayflower Avenue	Bob Sikes Road	2	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$236,441	9.71	B36
40.0	General Bond Road	NOT ON FDOT BASE - Added Manually	SR 189	SR 85	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Major Regrading)	\$404,060	4.36	P55
49.3	Old Hwy 98		Miami Street	Pedestrian Overpass 1	2	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$174,966	7.17	P39
52.0	Rocky Bayou Dr		SR 20	Forest Rd	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$195,039	5.23	P48
52.1	Rocky Bayou Dr		Forest Rd	Huntington Rd	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$286,822	9.14	P30
56.0	SR 10 (US 90)		OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$208,068	4.41	P54
60.0	SR 10 (US 90)		SR 85/ Ferdon Boulevard	Sikes Drive	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$410,155	6.49	P43
64.0	SR 10 (US 90)		SR 187/ US 331	Shoemaker Drive	2	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$195,064	5.01	P51
64.1	SR 10 (US 90)		Shoemaker Drive	US 331S	2	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$189,303	8.14	P32
68.0	SR 145	Perry Street	US98 (SR30)	SR85/ Eglin Parkway	2	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$241,170	10.43	B35
75.0	SR 189		SR 85	Eglin Boulevard/ SR 397	2	Okaloosa	Pedestrian	D	Add Sidewalk (Major Regrading)	\$177,647	6.57	P42
86.0	SR 20		US 331N/ North Madision Street	US 331S/ SR 83	2	Walton	Bicycle	D	Re-Stripe Candidate	\$19,546	57.37	B20
89.0	SR 20		.32 mi East of SR 85N	SR 285/ Partin Drive	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$222,255	17.01	B29
90.0	SR 20		SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard	2	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$373,577	10.62	B34
91.1	SR 20		S end of Rocky Bayou bridge	SR 293/ White Point Road	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$612,855	6.69	P40
98.1	White Point Road		Olde Post Road	SR 20	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$714,052	4.81	P52
100.0	SR 30 (US 98)		Hurlburt Field Gate	Mary Esther Drive	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$372,869	6.31	P44
102.2	SR 30 (US 98)		Santa Rosa Boulevard	Pier Road	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$160,780	15.07	B31
104.0	SR 30 (US 98)		East Pass Bridge (West end)	Calhoun Avenue	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$307,373	7.44	P36
106.0	SR 30 (US 98)		Emerald Coast Parkway/ Old US98	Matthew Blvd	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$911,953	7.28	P38
107.0	SR 30 (US 98)		Matthew Blvd	Kel-Wen Circle	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$586,374	6.59	P41
107.1	SR 30 (US 98)		Kel-Wen Circle	Walton County Line	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,153,832	3.44	P58
108.0	SR 30 (US 98)		Okaloosa County Line	Old US 98/ SR 30	2	Walton	Bicycle	Е	Re-Stripe Candidate	\$60,959	47.77	B22
111.0	SR 30 (US 98)		CR 30A (West end)	FHWA Boundary (East of CR 30A)	2	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$255,356	8.72	P31
120.0	SR 397	John Sims Parkway	Eglin Gate	S end of bridge	2	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$15,675	44.20	B23
131.0	SR 83 (US 331S)		I-10/ SR 8	US 90/ SR 10	2	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$89,058	7.90	P33
132.1	SR 83 (US 331S)		Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road)	2	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$264,814	5.56	P46

Table 5 Tier II Priorities (continued)

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
138.0	SR 85		1st Street	Perry Avenue	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$179,695	14.94	B32
139.0	SR 85		SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$85,119	26.13	B26
142.0	SR 85	Government Avenue	SR 190	SR 397/ John Sims Parkway	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$295,078	5.08	P50
147.2	SR 85		Edney Avenue	Walnut Avenue	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$193,882	18.12	B28
147.3	SR 85		Walnut Avenue	Oakdale Avenue	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$137,136	29.11	B25
147.4	SR 85		Oakdale Avenue	US90/ SR 10	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$70,932	48.93	B21
148.1	SR 85		Jones Road	Garden Street	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$293,187	15.92	B30
148.2	SR 85		Garden Street	CR 188/ Old Bethel Road	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$241,170	14.63	B33
149.1	SR 85		Cosson Circle	MPA Boundary (South of Jim Green Road)	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$709,323	5.39	P47

Total Cost: \$13,892,583

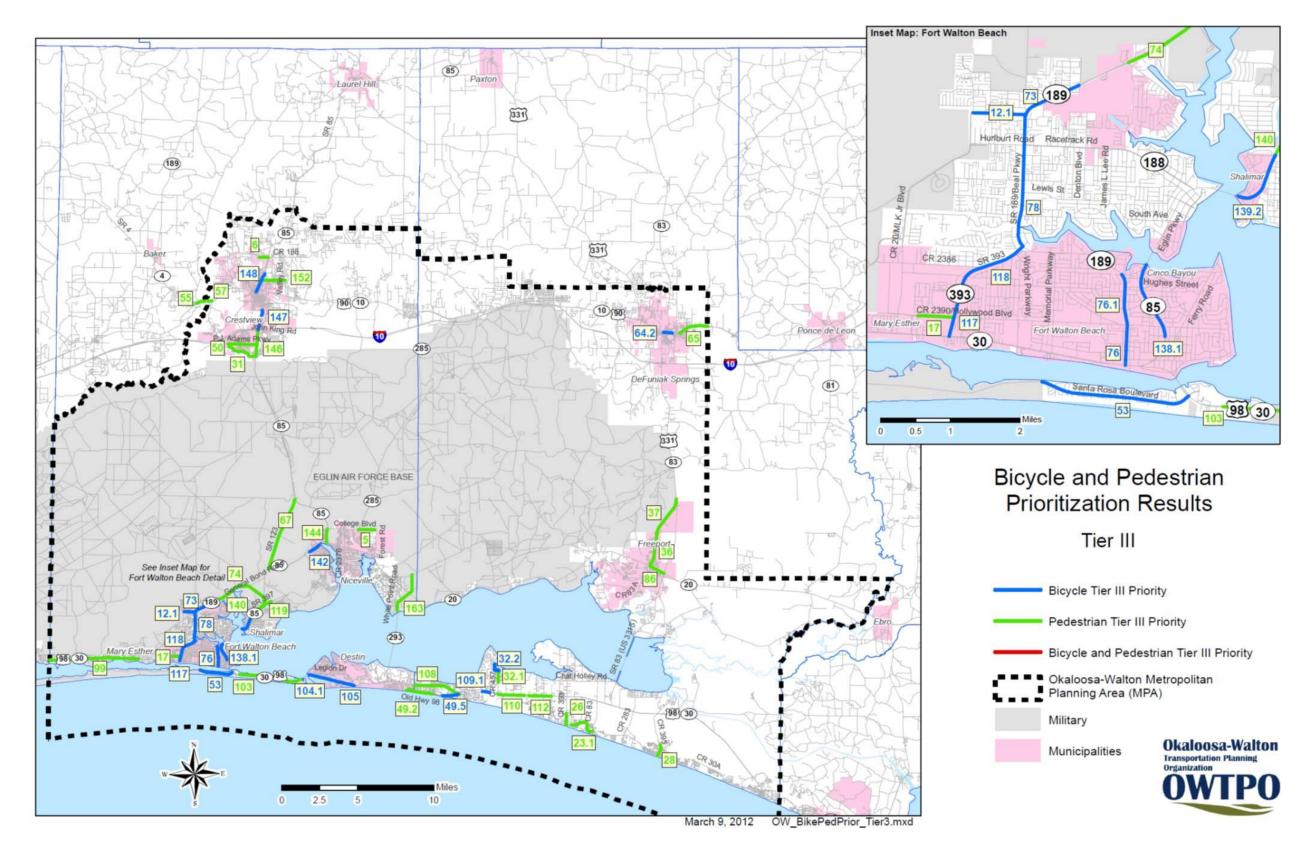


Figure 15 Tier III Priorities Map

Segment								Existing	Recommended	Total	Benefit-	
ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Modal LOS	Facility Type	Cost	Cost	Rank
									3.			
5.0	College Blvd		SR 285	Forest Rd	3	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$306,900	2.27	P71
6.0	CR 188	Old Bethel Road	Jones Road	SR 85	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$558,001	2.33	P70
12.1	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Green Acres Drive	SR 189	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$359,390	9.03	B37
17.0	CR 2390		Cristobal Road	Mary Esther Boulevard	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$491,797	2.65	P64
23.1	CR 30A		Mary Street	CR 83	3	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$884,289	1.51	P85
26.0	CR 393		CR 30A	Urbanized Boundary	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$354,662	1.56	P83
28.0	CR 395		CR 30A	Urbanized Boundary	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$364,119	2.24	P73
31.0	CR 4		P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	3	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,099,596	1.52	P84
32.1	CR 457	Mack Bayou	East Mack Bayou Drive	N of Wild Briar Drive	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$718,781	1.99	P77
32.2	CR 457	Mack Bayou	N of Wild Briar Drive	Harborview Road	3	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$101,468	7.78	B42
36.0	CR 883		SR 20	Freeport City Limits/ Pine Street	3	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$642,481	1.51	P86
37.0	CR 883		Freeport City Limits/ Pine Street	US 331	3	Walton	Pedestrian	E	Add Sidewalk (Major Regrading)	\$926,552	2.20	P74
49.2	Old Hwy 98		Ocean Boulevard	Miami Street	3	Both	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$507,875	2.02	P76
49.5	Old Hwy 98		Summer Haven Trail	US 98	3	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$164,886	6.03	B50
50.0	P.J. Adams Pkwy		CR 4/ Antioch Road	SR 85 S /Ferdon Boulevard	3	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,768,579	2.26	P72
53.0	Santa Rosa Boulevard		Eglin AFB Boundary	US 98 (SR30)	3	Okaloosa	Bicycle	Е	Add Paved Shoulders (Minor Regrading)	\$345,626	8.73	B40
55.0	SR 10 (US 90)		SR 4/ Baker Highway	OK-WL MPA Boundary (East of Ellis Road)	3	Okaloosa	Pedestrian	D	Add Sidewalk (Major Regrading)	\$208,997	3.39	P59
57.0	SR 10 (US 90)		0.22 mi west of CR 4/ Antioch Road	CR 4/ Antioch Road	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$208,068	3.34	P60
64.2	SR 10 (US 90)		US 331S	4th Street	3	Walton	Bicycle	E	Detailed Corridor Study Needed	\$279,000	6.32	B47
65.0	SR 10 (US 90)		Baldwin Avenue	OK-WL MPA Boundary (County Highway 183)	3	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$686,206	2.11	P75
67.0	SR 123		SR 85	SR 85N	3	Okaloosa	Pedestrian	F	Add Sidewalk (Major Regrading)	\$1,713,774	1.51	P87
73.0	SR 189	Lewis Turner Boulevard	SR 188/ Racetrack Road	Roberts Boulevard	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$624,204	6.24	B48
74.0	SR 189	Lewis Turner Boulevard	Mooney Road	SR 85	3	Okaloosa	Pedestrian	E	Add Sidewalk (Major Regrading)	\$1,253,981	2.34	P69
76.0	SR 189	Beal Parkway	SR 30/ US98	CR 2390	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$274,272	8.88	B38
76.1	SR 189	Beal Parkway	CR 2390	C 85-A/ Yacht Club Drive	3	Okaloosa		D	Detailed Corridor Study Needed	\$349,933	5.74	B53
78.0	SR 189	Beal Parkway	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	3		Bicycle	E	Detailed Corridor Study Needed	\$695,137	6.64	B46
86.0	SR 20	Dour ainvey	US 331N/ North Madision Street	US 331S/ SR 83	3		Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$382,089	2.47	P66
99.0	SR 30 (US 98)		Santa Rosa County Line	Hurlburt Field Gate	2		Pedestrian	F	Add Sidewalk (Minor Regrading)	\$1,677,909	2.67	P63
103.0	SR 30 (US 98)		Military Boundary	East Pass Bridge	3		Pedestrian	F	Add Sidewalk (Minor Regrading)  Add Sidewalk (Minor Regrading)	\$1,077,909	2.71	P61
			Calhoun Avenue	Gulf Shore Drive	2			E	Detailed Corridor Study Needed	\$945,764	5.68	
104.1	SR 30 (US 98)		Gulf Shore Drive		3	Okaloosa		E				B55
	SR 30 (US 98)			Emerald Coast Parkway/ Old US98	3	Okaloosa			Detailed Corridor Study Needed	\$491,797	8.78	B39
108.0	SR 30 (US 98)		Okaloosa County Line	Old US 98/ SR 30	3	Walton	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$2,383,325	1.82	P80
	SR 30 (US 98)		600 ft. W of Baytown Avenue	1000 ft. W of Sandestin Lane	3	Walton	Bicycle	E	Detailed Corridor Study Needed	\$226,983	7.01	B44
110.0	SR 30 (US 98)		Mack Bayou Road	CR 30A	3	Walton	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,193,081	2.37	P68
112.0	SR 30 (US 98)		OK-WL FHWA Boundary (East of CR 30A)	Thompson Road/Bishop-Tolbert Road	3	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,312,248	1.85	P78
117.0	SR 393	Mary Esther Boulevard	US 98/ SR 30	Anchors Street	3	Okaloosa		D	Detailed Corridor Study Needed	\$411,407	6.17	B49
118.0	SR 393	Mary Esther Boulevard	Anchors Street	SR 189/ Beal Parkway	3	Okaloosa		E	Detailed Corridor Study Needed	\$458,696	7.04	B43
119.0	SR 397	Eglin Boulevard	SR 85	Eglin West Gate	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$851,188	1.63	P82

Table 6 Tier III Priorities (continued)

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
138.1	SR 85		Perry Avenue	S end of bridge	3	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$534,357	6.01	B51
139.2	SR 85		E end of bridge	12th Avenue	3	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$430,323	5.98	B52
140.0	SR 85		12th Avenue	SR 189	3	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,778,036	1.72	P81
142.0	SR 85	Government Avenue	SR 190	SR 397/ John Sims Parkway	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$368,848	5.73	B54
144.0	SR 85		SR 20	College Boulevard	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$673,384	2.68	P62
146.0	SR 85		Antioch Road	I-10 (SR 8)	3	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,655,087	2.40	P67
147.0	SR 85		I-10 (SR8)	Duggan Avenue	3	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$619,475	8.14	B41
148.0	SR 85		US90/ SR 10	Jones Road	3	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$610,018	6.84	B45
152.0	Stillwell Blvd		SR 85	Monterrey Rd	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$742,425	2.50	P65
163.0	Mid-Bay Bridge Connector		Toll Plaza	Ridge Road	3	Okaloosa	Pedestrian	E	Add Sidewalk (Major Regrading)	\$978,802	1.83	P79

Total Cost: \$36,778,311

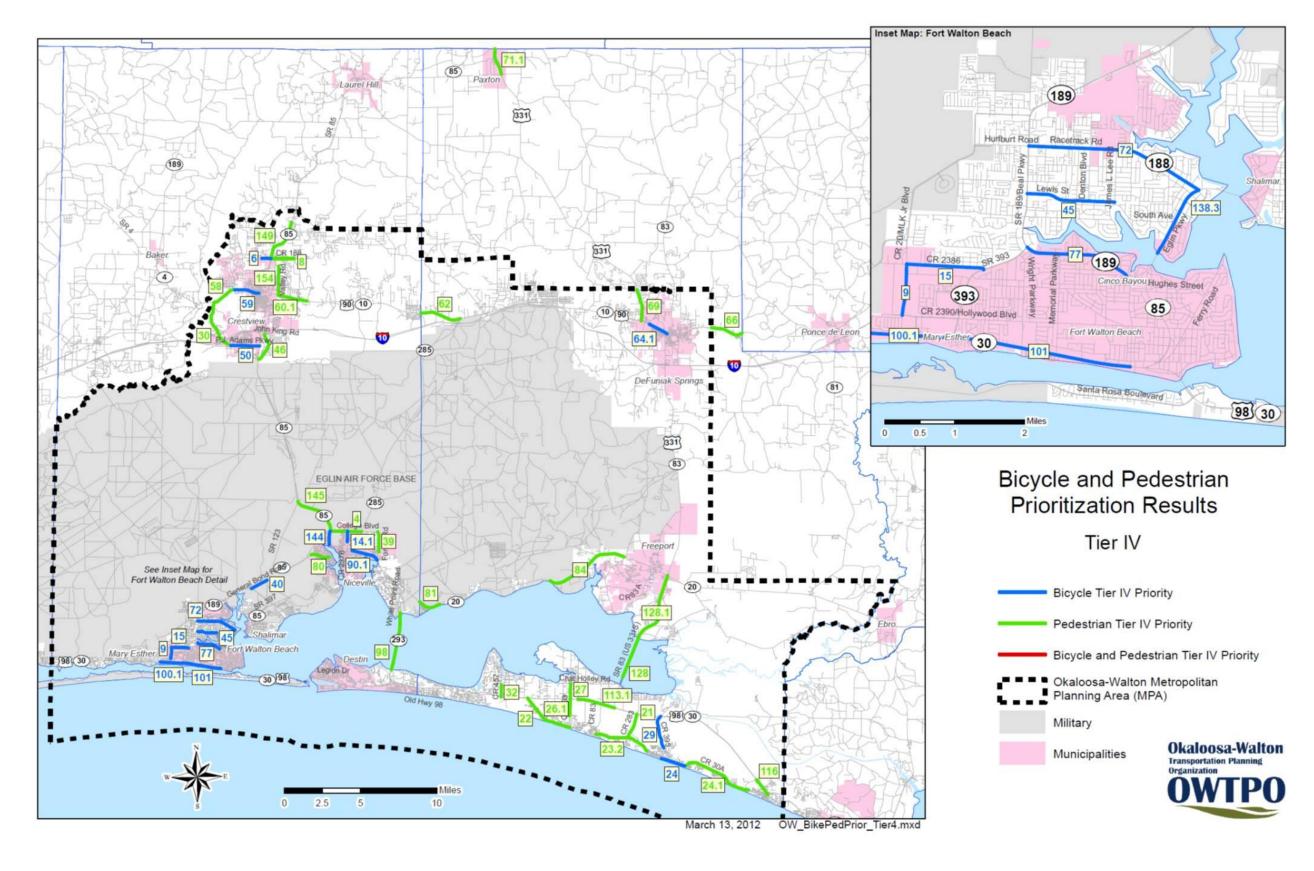


Figure 16 Tier IV Priorities Map

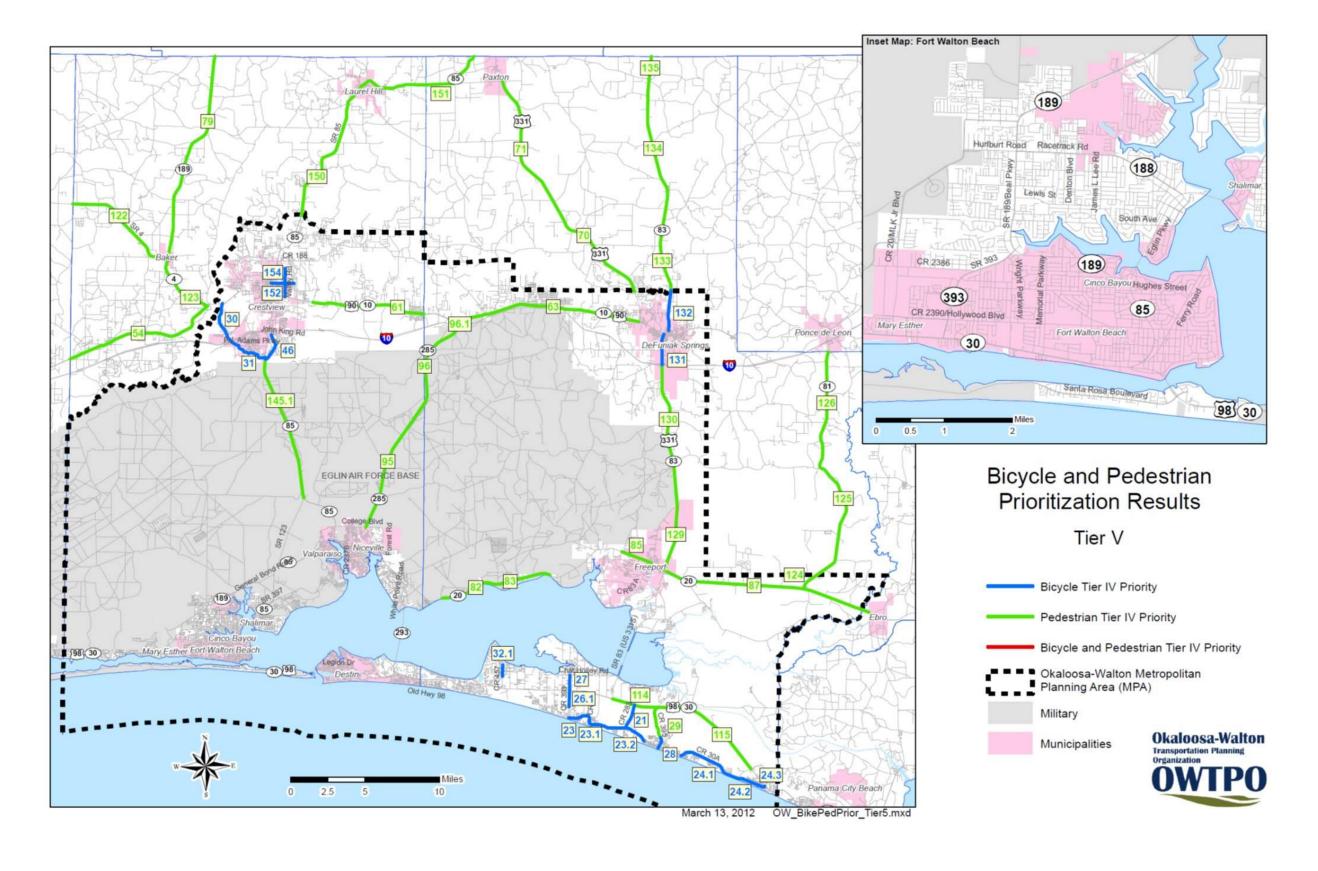
 Table 7
 Tier IV Priorities

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
4.0	CR 1719	College Boulevard	SR 85	SR 285	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,454,112	1.39	P90
6.0	CR 188	Old Bethel Road	Jones Road	SR 85	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$279,000	5.08	B61
8.0	CR 188	Airport Road	SR 85	John Givens Road	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,437,561	1.05	P98
9.0	CR 20	Hill Avenue	Hollywood Boulevard	Lovejoy Road	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$345,204	3.37	B73
14.1	CR 2376 (Niceville)		SR 285	College Boulevard	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$326,289	5.33	B57
15.0	CR 2386	Lovejoy Road	Hill Avenue	Mary Esther Boulevard	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$529,628	3.68	B68
21.0	CR 283		Urbanized Area Boundary	US 98	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$718,781	1.05	P99
22.0	CR 30A		US 98	CR 393	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,498,090	0.69	P112
23.2	CR 30A		CR 83	Buttercup Street	4	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,740,206	0.81	P109
24.0	CR 30A		CR 395	Eastern Lake Road	4	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$253,670	3.57	B71
24.1	CR 30A		Eastern Lake Road	W end of Alys Beach	4	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,284,020	0.67	P113
26.1	CR 393		Urbanized Boundary	US 98	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,049,798	1.12	P96
27.0	CR 393		US 98	Chat Holley Rd	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$964,679	1.29	P94
29.0	CR 395		Urbanized Boundary	US 98	4	Walton	Bicycle	E	Add Paved Shoulders (Major Regrading)	\$435,779	4.26	B63
30.0	CR 4	Antioch Road	SR 10 (US90)	P.J. Adams Pkwy	4	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$3,215,598	0.63	P114
32.0	CR 457	Mack Bayou	US 98 (SR 30)	East Mack Bayou Drive	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$766,069	1.18	P95
39.0	Forest Rd		Rocky Bayou Dr	College Blvd	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,267,324	0.88	P103
40.0	General Bond Road	NOT ON FDOT BASE - Added Manually	SR 189	SR 85	4	Okaloosa	Bicycle	D	Add Paved Shoulders (Major Regrading)	\$230,824	4.76	B62
45.0	Lewis St/Mayflower Ave		SR 189	James L Lee Rd	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$600,560	4.22	B64
46.0	Live Oak Church Rd		SR 85	John King Rd	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,872,613	0.87	P106
50.0	P.J. Adams Pkwy		CR 4/ Antioch Road	SR 85 S /Ferdon Boulevard	4	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$884,289	5.60	B56
58.0	SR 10 (US 90)		CR 4/ Antioch Road	Old Bethel Road	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,541,595	0.88	P104
59.0	SR 10 (US 90)		Old Bethel Road	SR 85/ Ferdon Boulevard	4	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$761,340	3.85	B67
60.1	SR 10 (US 90)		Sikes Drive	Fairchild Road	4	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,721,290	1.03	P100
62.0	SR 10 (US 90)		Okaloosa County Line	SR 285	4	Walton	Pedestrian	E	Add Sidewalk (Major Regrading)	\$933,519	1.29	P92
64.1	SR 10 (US 90)		Shoemaker Drive	US 331S	4	Walton	Bicycle	F	Detailed Corridor Study Needed	\$624,204	5.30	B58
66.0	SR 10 (US 90)		OK-WL MPA Boundary (County Highway 183)	Holmes County Line	4	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$745,422	1.29	P93
69.0	SR 187 (US 331N)		SR 10/ US 90	OK-WL MPA Boundary(north of Bob McCaskill Drive)	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,976,647	0.69	P111
71.1	SR 187 (US 331N)		Webster Lane	Alabama State Line	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,664,545	0.58	P116
72.0	SR 188	Racetrack Road	SR 189/ Beal Parkway	SR85/ Eglin Parkway	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$1,220,036	3.91	B66
77.0	SR 189	Beal Parkway	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$723,509	3.97	B65
80.0	SR 190	Valparaiso Boulevard	SR 85	SR397/ John Sims Parkway	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$576,916	1.45	P89
81.0	SR 20		Okaloosa County Line	Eagle Creek	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,418,646	0.84	P108
84.0	SR 20		Basin Bayou	CR 83A West end	4	Walton	Pedestrian	E	Add Sidewalk (Major Regrading)	\$1,936,704	0.80	P110
90.1	SR 20		Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$855,916	5.26	B59
98.0	SR 293		Mid-Bay Bridge (South approach)	Toll Plaza	4	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$3,584,446	0.87	P107
100.1	SR 30 (US 98)		Mary Esther Drive	SR 393/ Mary Esther Blvd	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$680,950	3.61	B70
101.0	SR 30 (US 98)		SR 393/ Mary Esther Boulevard	SR 189	4	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$1,210,578	3.67	B69

Table 7 Tier IV Priorities (continued)

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
113.1	SR 30 (US 98)		Veterans Road	US 331/SR 83	4	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,336,037	0.94	P102
116.0	SR 30 (US 98)		Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,191,663	0.61	P115
128.0	SR 83 (US 331S)		Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span)	4	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$1,371,358	1.10	P97
128.1	SR 83 (US 331S)		Choctawatchee Bay Bridge (north end of span)	SR 20	4	Walton	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$1,763,955	1.31	P91
138.3	SR 85		N end of bridge	SR 188/ Racetrack Road/ 4th Avenue	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$520,170	5.17	B60
144.0	SR 85		SR 20	College Boulevard	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$420,865	3.47	B72
145.0	SR 85		College Boulevard	SR 123	4	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$3,007,530	1.48	P88
149.0	SR 85		CR 188/ Old Bethel Road	Cosson Circle	4	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,752,173	1.01	P101
154.0	Valley Rd		US 90	Reinke Dr	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,796,952	0.87	P105

Total Cost: \$66,584,289







Segment ID	Road Name	Road Name Local	From	то	Tier	County	Mode	Existing Model LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
21.0	CR 283		Urbanized Area Boundary	US 98	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$718,781	0.34	891
23.0	CR 30A		CR 393	Mary Street	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$174,966	2.66	B76
23.1	CR 30A		Mary Street	CR 83	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$884,289	1.11	B87
23.2	CR 30A		CR 83	Buttercup Street	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$1,740,206	0.44	B90
24.1	CR 30A		Eastern Lake Road	W end of Alys Beach	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$2,284,020	0.47	B88
24.2	CR 30A		W end of Alys Beach	E end of Alys Beach	5	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$82,443	2.46	877
24.3	CR 30A		E end of Alys Beach	US 98 (SR 30)	5	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$163,300	1.52	B83
26.1	CR 393		Urbanized Boundary	US 98	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$524,899	1.54	B82
27.0	CR 393		US 98	Chat Holley Rd	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$482,340	1.97	B79
28.0	CR 395		CR 30A	Urbanized Boundary	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$364,119	0.46	B89
	CR 395		Urbanized Boundary	US 98	5	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$381,419	0.48	P120
30.0	CR 4	Antioch Road	SR 10 (US90)	P.J. Adams Pkwy	5	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$1,607,799	1.88	B80
31.0	CR 4		P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	5	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$1,049,798	2.99	B75
32.1	CR 457	Mack Bayou	East Mack Bayou Drive	N of Wild Briar Drive	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$359,390	2.23	B78
46.0	Live Oak Church Rd		SR 85	John King Rd	5	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$936,306	1.51	B84
54.0	SR 10 (US 90)		Santa Rosa County Line	SR 4/ Baker Highway	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$9,987,268	0.13	P138
61.0	SR 10 (US 90)		Fairchild Road	Walton County Line	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,930,491	0.28	P126
63.0	SR 10 (US 90)		SR 285	SR 187/ US 331	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$7,861,609	0.21	P134
70.0	SR 187 (US 331N)		OK-WL MPA Boundary(North of Bob McCaskill Drive)	CR 2A	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$8,076,825	0.14	P137
71.0	SR 187 (US 331N)		CR 2A	Webster Lane	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$8,691,571	0.04	P145
79.0	SR 189		SR 4/ Georgia Avenue	Alabama State Line	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$13,628,459	0.08	P142
82.0	SR 20		Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$2,979,157	0.26	P128
83.0	SR 20		OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,180,277	0.28	P125
85.0	SR 20		CR 83A West end	US 331N/ North Madision Street	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,995,562	0.56	P117
87.0	SR 20		US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary)	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$13,477,137	0.11	P139
95.0	SR 285		College Boulevard/ OK-WL Urbanized Area Boundary	Walton County Line	5	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$8,823,978	0.19	P135
96.0	SR 285		Okaloosa County Line	Green Acres Drive	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$5,702,957	0.23	P132
96.1	SR 285		Green Acres Drive	SR 10/ US 90	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$671,492	0.41	P123
114.0	SR 30 (US 98)		US 331/ SR 83	CR 395	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,922,411	0.54	P118
115.0	SR 30 (US 98)		CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$7,585,027	0.27	P127
	SR 4		Santa Rosa County Line	SR 189	5		Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$7,679,604	0.08	P140
	SR 4		SR 189	US 90/ SR 10	5	Okaloosa		D	Add Sidewalk (Detailed Study Needed)	\$4,341,057	0.26	P129
124.0	SR 81		SR 20	OK-WL MPA Boundary	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,314,612	0.49	P119
	SR 81		OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$11,074,896	0.06	P143
126.0	SR 81		CR 183	Holmes County Line	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,511,294	0.17	P136
129.0	SR 83 (US 331)		SR 20	CR 883/Madison Street	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$4,747,735	0.46	P122
	SR 83 (US 331)		CR 633/Madison Street	1-10	5	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$8,634,825	0.26	P130
	SR 83 (US 331S)		I-10/ SR 8	US 90/ SR 10	5	Walton	Bicycle	F	Detailed Corridor Study Needed	\$978,866	3.32	1 death

Table 8 Tier V Priorities (continued)

Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Model LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
132.0	SR 83 (US 331S)		US 90/ SR 10	Burdick Avenue	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$1,272,053	1.15	B86
133:0	SR 83 (US 331S)		OK-WL MPA Boundary (North of Caswell Road)	CR 185C	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,634,244	0.26	P131
134.0	SR 83 (US 331S)		CR 185C	CR 181	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$9,173,911	0.06	P144
135.0	SR 83 (US 331S)		CR 181	Alabama State Line	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,465,934	0.30	P124
145.1	SR 85		SR 123	Antioch Road	5	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$9,372,521	0.47	P121
150.0	SR 85		OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$14,063,511	0.08	P141
151.0	SR 85		Okaloosa County Line	Alabama State Line	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,010,039	0.23	P133
152.0	Stillwell Blvd		SR 85	Monterrey Rd	5	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$742,425	1.88	881
154.0	Valley Rd		US 90	Reinke Dr	5	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$898,476	1.26	B85

Total Cost: \$202,184,299

#### **IDENTIFICATION OF POTENTIAL FUNDING SOURCES**

Costs associated with constructing the bicycle and pedestrian facilities recommended in this plan, as outlined above, far exceed available resources. To help alleviate this deficiency, this section identifies and discusses the numerous sources which can be used to provide monetary assistance for bicycle facilities and programs. Many of these funding sources are available on the federal level, as dictated in the current transportation legislation. Most of these federal programs are administered by the Florida Department of Transportation (FDOT). Additionally, there are other state and local funding sources which can be used to help achieve the goals and objectives of this plan. Finally, a myriad of private funding sources exist which can be used by local governments to implement bicycle- and pedestrian-related programs. The following quick-reference table (Table 10) includes all of the funding sources that are described subsequently in greater detail. It should be noted that the Okaloosa-Walton TPO requests \$400,000 annually for bicycle and pedestrian projects through the Setaside funding list. This monetary request is funded to FDOT's ability based on FDOT's annual budget.

Table 9 Quick Reference Table of Potential Funding Sources

Funding Source	Category	Relevant Project Type(s)
National Highway System funds	Federal	Facilities (National Highway System only)
Surface Transportation Program funds	Federal	Facilities; Informational programs; ADA projects
Transportation Enhancement funds	Federal	Facilities; Educational activities; Rail-trails
Highway Bridge Replacement and Rehabilitation funds	Federal	Facilities (across bridges)
Recreational Trails Program funds	Federal	Trail facilities
Congestion Mitigation and Air Quality Improvement Program	Federal	Facilities; Safety projects
Federal Lands Highway Program funds	Federal	Facilities (primarily trails) near/inside Federal lands
Job Access and Reverse Commute Grants	Federal	Bicycle-related services
Federal Transit Program	Federal	Access to transit
State and Community Highway Safety Grants (Section 402)	Federal	Safety-related programs and projects
Safe Routes to School Program	Federal	School-based facility, education, and enforcement projects/campaigns
Land and Water Conservation Fund Grants	Federal	Trail and greenway facilities
HUD Community Development Block Grants	Federal	Facilities
Florida Division of Forestry Urban and Community Forestry	Federal	Education and Tree Planting Projects
Florida Department of Environmental Protection	State	Various Environmental Related Projects and Land Use
Bikes Belong Coalition	Private	Trail projects
National Civilian Community Corps	Private	Trail projects
American Greenways Awards	Private	Greenways
Fish America Foundation	Private	Greenways
National Trails Fund	Private	Hiking trails
Global ReLeaf Program	Private	Trail tree plantings
Robert Wood Johnson Foundation (general)	Private	Various
The Conservation Alliance Fund	Private	Land Use
Gannett Foundation Grant	Private	Education and neighborhood improvement, economic development, youth development, community problemsolving, assistance to disadvantaged people, environmental conservation and cultural enrichment.
Surdna Environment/Community Revitalization	Private	Community Revitalization and Environment

#### **Federal Funding Sources**

Non-motorized transportation facility projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. Non-motorized projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations. The exception to this rule is the Recreational Trails Program (RTP) under which projects may be used for recreational purposes.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU, Public Law 109-203) was signed into law August 10, 2005. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It replaces TEA-21, its legislative predecessor.

Stay tuned to developments regarding the next surface transportation authorization bill to confirm continuations of many of these programs and potential new funding sources for bicycle and pedestrian projects. As of this writing, the bill is being worked on by the House Transportation and Infrastructure Committee. The Committee Print version of the legislation is available online at <a href="http://t4america.org/docs/062209\_STAA\_fulltext.pdf">http://t4america.org/docs/062209\_STAA\_fulltext.pdf</a>.

### Federal-aid Highway Program

**National Highway System** funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

Surface Transportation Program (STP) funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Other non-construction projects related to safe bicycle use and walking such as maps, brochures, and public service announcements are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act are also covered.

Ten (10) percent of each State's annual STP funds are set aside for **Transportation Enhancements (TE)**. The law provides a specific list of activities (twelve) that are eligible for TE projects. This list includes "provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)." The Okaloosa-Walton County TPO has requested local governments submit bicycle and pedestrian projects for their TE applications. Applicants for TE projects must be Local Agency Program (LAP) certified, in the process of becoming LAP certified or have a sponsor that is LAP certified.

Another ten (10) percent of each State's STP funds are set aside for the **Highway Enhancement** and Railway-Highway Crossing programs, which can be used to address bicycle and pedestrian safety issues. Each state is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities including a survey of hazardous locations and for projects on any publicly owned bicycle or pedestrian pathway or trail, or any safety-related traffic calming measure. Improvements to railway-highway crossings "shall take into account bicycle safety."

Highway Bridge Replacement and Rehabilitation (HBRRP) funds are available for pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost). Bridge projects must be incorporated into the Regional Transportation Improvement Program (RTIP). The selection process for these funds, which do not require a local match, is based partly on bridge deficiency ratings.

**Recreational Trails Program** (Section 1109) funds may be used for all kinds of trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination). Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling,

off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program, established in 1991 and reauthorized by SAFETEA-LU, is intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems. Currently the Okaloosa-Walton TPO has no bicycle pedestrian CMAQ projects in the TIP, due to the fact that the TPO is currently in attainment, but this could change with the new air quality standards that are currently being considered by the Environmental Protection Agency (EPA).

**Federal Lands Highway Program (FLHP)** funds may be used to construct roads and trails within or adjacent to (or, in some cases, providing access to) federal lands. FLHP funds, which are discretionary, generally total about \$800 million per year. Recreation interests often benefit from FLHP funds.

**Job Access and Reverse Commute Grants** are available to support projects, including bicyclerelated services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

### Federal Transit Program

Title 49 USC allows the **Urbanized Area Formula Grants, Capital Investment Grants and Loans,** and **Formula Program for Other than Urbanized Area** transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in "pedestrian and bicycle access to a mass transportation facility" that establishes or enhances coordination between mass transportation and other transportation.

The **Suburban Mobility Initiatives Program** was established in response to a need to develop solutions to suburban mobility challenges. The objective of the program is to provide assistance to suburban public agencies in their efforts to reduce dependence on the single occupant vehicle.

The **Regional Mobility Program** provides technical assistance, develops planning methods and conducts outreach, research, demonstration, and project evaluations that assist local communities in improving regional transportation mobility.

### Highway Safety Programs

Pedestrian and bicyclist safety remain priority areas for **State and Community Highway Safety Grants** funded by the federal Section 402 formula grant program. A State is eligible for these grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.

### Safe Routes to School Program

The Safe Routes to Schools, which is included in the most recent Federal Reauthorization bill – Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21<sup>st</sup> Century – A Legacy for Users (SAFETEA-LU), is designed to enable and encourage children to walk and bicycle to school, and to "facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools." Safe Routes to school projects include on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities.

The funds are apportioned to each state based on their relative share of enrollment in primary and middle schools. Not less than 10% or more than 30% of the funds are for non-infrastructure related activities to encourage walking and bicycling to school. Not less than 70% or more than 90% are for infrastructure related projects that will substantially improve the ability to safely walk and bicycle to school.

#### Other Federal Sources

National Park Service Land and Water Conservation Fund (LWCF) Grants: This federal funding source was established in 1965 to provide "close-to-home" parks and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale

or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan.

#### **Community Development Block Grants (CDBG)**

**U.S. Department of Housing and Urban Development (HUD):** CDBG provides eligible metropolitan cities and urban counties (called "entitlement communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities. Several communities have used HUD funds to develop greenways. http://www.hud.gov/offices/cpd/communitydevelopment/programs/

Florida Division of Forestry (Urban and Community Forestry Grant Program)

As part of the federal government's Urban and Community Forestry Matching Grant Program, funds will be available to organizations to develop or enhance their urban and community forestry programs. Awards are made as 50-50 matching grants (50 percent federal, 50 percent applicant) to local governments, educational institutions, Native-American tribal governments, and legally organized nonprofit (volunteer) organizations.

http://www.fl-dof.com/forest\_management/cfa\_urban\_grants.html

#### National Park Service

**Mission:** The mission of the Rivers, Trails and Conservation Assistance program (RTCA) is to assist community-led natural resource conservation and outdoor recreation initiatives. RTCA staff

provide guidance to communities so they can conserve waterways, preserve open space, and develop trails and greenways.

**Who may apply:** The project applicant may be a state or local agency, tribe, non-profit organization, or citizens' group. RTCA does not provide financial assistance to support project implementation.

**How to Apply:** Download the application. Applicants should discuss their project with RTCA staff before applying for assistance. It can be helpful to schedule an advance field visit with staff to best understand how RTCA can be of assistance.

**Due date:** Applications are due by August 1st for assistance beginning the following fiscal year (October 1st through September 30th).

http://www.nps.gov/ncrc/programs/rtca/contactus/cu\_apply.html

### **State Funding Source**

Florida Department of Environmental Protection

The Florida Coastal Management Program is based on a network of agencies implementing 24 statutes that protect and enhance the state's natural, cultural and economic coastal resources. The goal of the program is to coordinate local, state and federal agency activities using existing laws to ensure that Florida's coast is as valuable to future generations as it is today. Florida's Department of Environmental Protection is responsible for directing the implementation of the state-wide coastal management program.

http://www.dep.state.fl.us/cmp/default.htm

### **Private Funding Sources**

Bikes Belong Coalition

"The Bikes Belong Grants Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S." Most of the Bikes Belong grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. Bikes Belong Coalition seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21 or its subsequent programs. Bikes Belong Coalition will accept applications for grants of

up to \$10,000 each (with potential local matches), and will consider successor grants for continuing projects. Grant applications are accepted quarterly.

http://www.bikesbelong.org/grants

AmeriCorps' National Civilian Community Corps (NCCC)

The AmeriCorps National Civilian Community Corps is a full-time residential program for men and women, ages 18-24, that strengthens communities while developing leaders through direct, teambased national and community service." Local governments can apply to host an NCCC team. One project that NCCC members work on is the building or improving of trails. AmeriCorps' NCCC members have created or improved more than 200 miles of hiking trails in 25 states nationwide. Teams have cleared trees and brush, leveled trails to comply with federal guidelines on Americans with Disabilities Act (ADA) access, implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year.

http://www.americorps.gov/for\_organizations/apply/nccc.asp

Kodak American Greenways Awards Program

The American Greenways Awards program is a program started by the Conservation Fund. Among its activities, the program provides grants to organizations, including local governments, to create or enhance greenways in their communities. Beyond specific greenway facilities, goals of the program include assisting greenway organizations and encouraging the use and enjoyment of greenways. The maximum grant is \$2,500 and applications are due on June 30 annually. <a href="http://www.conservationfund.org/kodak\_awards">http://www.conservationfund.org/kodak\_awards</a>

#### Fish America Foundation

Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided 620 grants totaling more than \$4.9 million to improve the fisheries resource in all 50 states and Canada. The Foundation grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.

http://www.fishamerica.org/grants/

American Hiking Society National Trails Fund

The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted nearly \$200,000 to 42 different organizations across the US. Applications are accepted annually with a summer deadline.

http://www.americanhiking.org/NTF.aspx

### The Global ReLeaf Program

The Global ReLeaf Forest Program is American Forests' education and action program that helps individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The program provides funding for planting tree seedlings on public lands, including trailsides. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way. Proposals are due January 15 and July 1 annually.

http://www.americanforests.org/global\_releaf/grants/

#### The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles." Specifically, the Foundation has an ongoing "Active Living by Design" grant program that promotes the principles of active living, including non-motorized transportation. Other related calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

http://www.rwjf.org/grants/

#### Conservation Alliance

The Conservation Alliance is a group of outdoor businesses that supports efforts to protect specific wild places for their habitat and recreation values. Before applying for funding, an

organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form. Each nominated organization is then sent a request for proposal (RFP) instructing them how to submit a full request. Proposals from organizations that are not first nominated will not be accepted. The Conservation Alliance conducts two funding cycles annually. Grant requests should not exceed \$35,000 annually.

#### Deadlines for those cycles are:

**Summer Cycle:** Nominations due May 1

Proposals due June 10

Grants announced early October

Winter Cycle: Nominations due November 1

Proposals due December 10

Grants announced early April

http://www.conservationalliance.com/

#### Gannett Foundation

The Gannett Foundation is a corporate foundation sponsored by Gannett Co., Inc. Through its Community Grant Program, Gannett Foundation supports non-profit activities in the communities in which Gannett does business. Through its other programs, the Foundation invests in the future of the media industry, encourages employee giving, reacts to natural and other disasters, and contributes to a variety of charitable causes.

http://www.gannettfoundation.org/index.htm

#### Surdna Foundation

The Surdna Foundation seeks to foster just and sustainable communities in the United States - communities guided by principles of social justice and distinguished by healthy environments, strong local economies and thriving cultures.

http://www.surdna.org/

#### **CONCLUSIONS**



The analysis of existing conditions shows that bicycle facilities (defined as paved shoulders or designated bike lanes at least four feet wide) are present on more than half of the collector and arterial roadways within the TPO's planning boundary. The network as a whole provides a level of accommodation (bicycle level of service "C") that meets the expectations of the public. Nonetheless, there

are many opportunities for expanding the region's on-street bicycle network, although the specific solutions for many of these roadways will require more detailed corridor-level study. For the pedestrian mode, average walking conditions in the region are not as good (pedestrian level of service "D"), and over approximately 80% of the roadway segments analyzed do not have full sidewalk coverage. The prioritized lists of candidate projects indicate where new facilities would be most beneficial based on existing conditions, potential demand, and public input. The cost of constructing new facilities to complete the non-motorized transportation system on the study network is approximately \$320 million, but some of this total includes locations that are indicated as having very low potential demand for bicycling and walking. Numerous potential sources, including many federal and private programs, for funding facility improvements can be used by the region's implementing jurisdictions to leverage their own ongoing efforts.

The TPO will likely perform another update to this plan in the near future. The 2008 *Bicycle / Pedestrian Master Plan* and this 2012 plan addendum lay a strong foundation for the region with regard to both planning tools and facility priorities. While it may be appropriate for the next update to revisit the prior policy recommendations and to perform updated facility-based data collection, there will also be opportunities for more focused studies related to other aspects of bicycle and pedestrian planning. With the prioritized list of projects available, the TPO may wish to perform more detailed corridor studies for some of the high priority locations that would go beyond general recommendations to determine the best way to get bicyclists and pedestrians from Point A to Point B. Additional potential components of future plans that have been performed by other metropolitan planning organizations throughout Florida include bicycle and pedestrian wayfinding/signage plans, detailed bicycle parking plans, and identification of safety countermeasures based on bicycle and pedestrian crash analysis.

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### **APPENDIX A: The Bicycle Level of Service Model**

The statistically-calibrated mathematical equation entitled the Bicycle Level of Service Model (Version 2.0) was used as the foundation of the existing conditions evaluation. This Model is the most accurate method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the Model clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

The Bicycle LOS Model is based on the proven research documented in *Transportation Research Record 1578* published by the Transportation Research Board of the National Academy of Sciences. It was developed with a background of over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It has been adopted by the Florida Department of Transportation as the recommended standard methodology for determining existing and anticipated bicycling conditions throughout Florida. Many urbanized area planning agencies and state highway departments are using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Atlanta GA, Baltimore MD, Birmingham AL, Philadelphia PA, San Antonio TX, Houston TX, Buffalo NY, Anchorage AK, Lexington KY, and Tampa FL as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and others.

Widespread application of the original form of the *Bicycle LOS Model* has provided several refinements. Application of the *Bicycle LOS Model* in the metropolitan area of Philadelphia resulted in the final definition of the three effective width cases for evaluating roadways with onstreet parking. Application of the *Bicycle LOS Model* in the rural areas surrounding the greater

Buffalo region resulted in refinements to the "low traffic volume roadway width adjustment". A 1997 statistical enhancement to the *Model* (during statewide application in Delaware) resulted in better quantification of the effects of high-speed truck traffic [see the  $SP_t(1+10.38HV)^2$  term]. As a result, *Version 2.0* (now with FDOT-approved truck volume adjustment factor included) has the highest correlation coefficient ( $R^2 = 0.77$ ) of any form of the *Bicycle LOS Model*.

Version 2.0 of the *Bicycle LOS Model* has been employed to evaluate the roads and streets that comprise the TPO's study network. Its form is shown below:

Bicycle LOS = 
$$a_1$$
ln  $(Vol_{15}/L_n) + a_2$ SP<sub>t</sub> $(1+10.38HV)^2 + a_3(1/PR_5)^2 + a_4(W_e)^2 + C$ 

Where:

 $Vol_{15}$  = Volume of directional traffic in 15 minute time period

 $Vol_{15} = (ADT \times D \times K_d) / (4 \times PHF)$ 

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor
K<sub>d</sub> = Peak to Daily Factor
PHF = Peak Hour Factor

 $L_n$  = Total number of directional *through* lanes

 $SP_t$  = Effective speed limit

 $SP_t = 1.1199 \ln(SP_p - 20) + 0.8103$ 

where:

 $SP_p$  = Posted speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the *Highway Capacity Manual*)

PR<sub>5</sub> = FHWA's five point pavement surface condition rating

 $W_e$  = Average effective width of outside through lane:

where:

 $\begin{array}{lll} W_e = W_v - (10 \text{ ft } x \text{ \% OSPA}) & \text{and } W_l = 0 \\ W_e = W_v + W_l \ (1 - 2 x \text{ \% OSPA}) & \text{and } W_l > 0 \text{ \& } W_{ps} = 0 \\ W_e = W_v + W_l - 2 \ (10 x \text{ \% OSPA}) & \text{and } W_l > 0 \text{ \& } W_{ps} > 0 \text{ and } \\ & \text{a bike lane exists} \end{array}$ 

<sup>&</sup>lt;sup>1</sup> "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington, DC, 1997.

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where:

W<sub>t</sub> = total width of outside lane (and shoulder) pavement OSPA = percentage of segment with occupied on-street parking

 $W_1$  = width of paving between the outside lane stripe and the edge of

W<sub>ps</sub>= width of pavement striped for on-street parking  $W_v =$  Effective width as a function of traffic volume

and:

 $= W_t$  if ADT > 4,000veh/day  $= W_t(2-0.00025 \times ADT) if$ ADT  $\leq$  4,000veh/day, and if the street/ road is undivided and unstriped

a<sub>1</sub>: 0.507 a<sub>2</sub>: 0.199 a<sub>3</sub>: 7.066 a<sub>4</sub>: - 0.005

C: 0.760

(a<sub>1</sub> - a<sub>4</sub>) are coefficients established by multi-variate regression analysis.

The Bicycle LOS score resulting from the final equation is stratified into service categories A, B, C, D, E, and F (according to the ranges shown in Table A1) to reflect users' perception of the road segment's level of service for bicycle travel.

**TABLE A1** Bicycle Level of Service Categories

LEVEL OF SERVICE	BLOS SCORE
Α	≤ 1.5
В	$> 1.5 \text{ and } \le 2.5$
С	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
Е	> 4.5 and ≤ 5.5
F	> 5.5

This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants' aggregate response to roadway and traffic stimuli).

#### **Data Collection/Inventory Guidelines**

Following is the list of data required for computation of the *Bicycle LOS* scores as well as the associated guidelines for their collection and compilation into the programmed database.

Average Daily Traffic (ADT)

ADT is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to  $Vol_{15}$  (volume of directional traffic every fifteen minutes) using the Directional Factor (D), Peak to Daily Factor (K<sub>d</sub>) and Peak Hour Factor (PHF) for the road segment.

Percent Heavy Vehicles (HV)

Percent HV is the percentage of heavy vehicles (as defined in the *Highway Capacity Manual*).

Number of lanes of traffic (L)

L reflects the total number of *through* traffic lanes of the road segment and its configuration (D = Divided, U = Undivided, OW = One-Way, S = Two-Way Left Turn Lane). The programmed database converts these lanes into directional lanes.

*Posted Speed Limit (S<sub>D</sub>)* 

S<sub>p</sub> is recorded as posted.

*W<sub>t</sub>* - *Total width of pavement* 

W<sub>t</sub> is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb.

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### *W*<sub>1</sub> - Width of pavement between the outside lane stripe and the edge of pavement

 $W_l$  is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane,  $W_l$  is measured from the outside lane stripe to the traffic-side end of the parking stall stripes.

Width of pavement is the pavement striped for on-street parking ( $W_{ps}$ )

 $W_{ps}$  is recorded only if there is parking to the right of a striped bike lane (not if the striped parking area is immediately adjacent to the outside lane).

#### OSPA %

The on-street parking adjustment (OSPA) is the estimated percentage of the segment (excluding driveways) where on-street parking was observed at the time of survey.

### Pavement Condition (PC)

PC is the pavement condition of the motor vehicle travel lane according to the FHWA's five-point pavement surface condition rating shown in Table A2.

### Designated Bike Lane

A "Y" is coded if there is a signed and marked bike lane on the segment; otherwise "N" is entered.

**Table A2 Pavement Condition Descriptions** 

RATING	PAVEMENT CONDITION
F O (Von)	Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this
5.0 (Very Good)	category.
4.0 (Good)	Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration
3.0 (Fair)	Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching.
2.0 (Poor)	Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc.
1.0 (Very Poor)	Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface.

Source: U.S. Department of Transportation. Highway Performance Monitoring System-Field Manual. Federal Highway Administration. Washington, DC, 1987.

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#### **APPENDIX B: The Pedestrian Level of Service Model**

The Pedestrian Level of Service (Pedestrian LOS) Model Version 3.0 was used for the evaluation of walking conditions. This version of the Model builds upon the research documented in *Transportation Research Record 1773* published by the Transportation Research Board of the National Academy of Sciences. This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineer's use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on walking suitability or "compatibility" due to factors such as roadway width, presence of sidewalks and intervening buffers, barriers within those buffers, traffic volume, motor vehicles speed, and on-street parking. The form of the *Pedestrian Level of Service Model*, and the definition of its terms are as follows:

Ped LOS = 
$$-1.2276 \ln (W_{ol} + W_l + f_p x \%OSP + f_b x W_b + f_{sw} x W_s)$$
  
+  $0.0091 (Vol_{15}/L) + 0.0004 SPD^2 + 6.0468$ 

Where:

 $W_{ol}$  = Width of outside lane (feet)

 $W_1$  = Width of shoulder or bike lane (feet)

 $f_p$  = On-street parking effect coefficient (=0.50)

%OSP = Percent of segment with on-street parking

f<sub>b</sub> = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)

 $W_b$  = Buffer width (distance between edge of pavement and

sidewalk, feet)

 $f_{sw}$  = Sidewalk presence coefficient = 6 – 0.3 $W_s$  (3)

 $W_s$  = Width of sidewalk (feet)

 $Vol_{15}$  = average traffic during a fifteen (15) minute period

L = total number of (through) lanes (for road or street)

SPD = Average running speed of motor vehicle traffic (mi/hr)

The Pedestrian LOS score resulting from the final equation is pre-stratified into service categories A, B, C, D, E, and F, according to the ranges shown in Table B1 and reflect users' perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research (i.e., the research project participants' aggregate response to roadway and traffic stimuli).

**TABLE B1** Pedestrian Level of Service Categories

_		
	LEVEL OF SERVICE	PLOS SCORE
-	A B C D E F	$\leq 1.5$ > 1.5 and $\leq 2.5$ > 2.5 and $\leq 3.5$ > 3.5 and $\leq 4.5$ > 4.5 and $\leq 5.5$ > 5.5

The Pedestrian LOS Model is used by planners and engineers throughout the US in a variety of planning and design applications. The Pedestrian LOS Model can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk improvements.

### **Additional Data Collection and Inventory Guidelines**

Many of the data items collected for bicycle level of service analysis are also used for the pedestrian level of service analysis. Following is the additional list of data used in the computation of the pedestrian level of service scores.

Width of Buffer (W<sub>b</sub>)

W<sub>s</sub> is the width of a buffer (usually grass) between the edge of pavement and the sidewalk.

Width of Sidewalk (Ws)

W<sub>s</sub> is the width of the sidewalk.

<sup>&</sup>lt;sup>1</sup> "Modeling the Roadside Walking Environment: A Pedestrian Level of Service," *Transportation Research Record 1773*, Transportation Research Board, Washington, DC, 2001.

### Sidewalk Percentage

Sidewalk Percentage is the percentage of sidewalk coverage along the segment.

### Tree Spacing in Buffer

Tree spacing is the spacing of trees within a buffer area, measured from the center (width of spacing between trees).





									Total						Tree						1		
Sog ID Bood Name	From	То	Len- D		,	The	Post.	Width o	of Pvmt				Bike Cros	Buff.	Spcg.	Swa with Wie		_	Bicy LO		ll.	strian OS	Comments
Seg_ID Road Name	From	10	_	of Lanes (L ur. Th Co		Tks. (HV)		Paveme W <sub>t</sub> W <sub>i</sub>	W <sub>ps</sub> (TPW)				ane Cros			with Wid lewalk (W		-		Grade	Value		Comments
			(mi)	#		(%)		(ft) (ft)		(%)	,	.5) (15) (		· · · ·	(ft/ctr)	(ft	, (.,_,0)		(17)	(AF)	(17)	. ,	
1.0 Airport Rd	Main St	US 98	1.00	E 4 D	14,50			11.0 0.0		0	11.0 4.		N C	9.0		100 5.		1	4.09	D	2.80	С	buffer has swale w/ inlets/pipes
1.0 Airport Rd	Main St	US 98	1.03	W 4 D	14,50				0.0 22.0	0	11.0 4.		N C			100 5.		1	4.09	D	2.80	C	
2.0 Bay St	Duggan Ave	Randolph Court	0.00	N 2 U	1,000	_		10.0 0.0		0	17.5 2.		N S			0 5.		0	2.19	В	3.59	D	
2.0 Bay St	Duggan Ave	Randolph Court	0.55	S 2 U	1,000	_		10.0 0.0		0	17.5 2.		N S			0 0.		0	2.19	В .	2.90	С	
2.1 Bay St	Randolph Court	Edney Avenue	0.21	N 2 U	1,000	_			0.0 28.0	0	24.5 3.		N S			100 5.		0	0.36	Α .	2.00	В	
2.1 Bay St	Randolph Court	Edney Avenue	0.21	S 2 U	1,000	_			0.0 28.0	0	24.5 3.		N C			0 0.		0	0.36	A	2.49	В	
2.2 Bay St	Edney Avenue	Griffith Avenue	0.23	N 2 U	1,000	_			0.0 21.0	0	18.4 3.		N S			0 0.		0	1.67	В	2.84	С	
2.2 Bay St	Edney Avenue	Griffith Avenue	0.23	S 2 U	1,000	_			0.0 21.0	0	18.4 3.		N S			0 0.		0	1.67	В	2.84	С	014
3.0 Chat Holley Rd	CR 393	US 331	0.24	E 2 U	2,500	_			0.0 22.0	0	15.1 5.		N S	0.0		0 0.		0	2.61	С	3.51	D	SW construction nearing completion W of JD Miller Road; closed further east
3.0 Chat Holley Rd	CR 393	US 331	3.24	N 2 U	2,500	_			0.0 22.0	0	15.1 5.		N C	2.0		100 8.		0	2.61	С	2.26	В	
4.0 CR 1719	SR 85	SR 285	2.05	E 2 U	8,833	_			0.0 32.0	0	24.0 4.		N S	8.0		50 5.		1	2.94	С	3.69	D	
4.0 CR 1719	SR 85	SR 285	2.05	N 2 U	8,833	_		16.0 4.0		0	24.0 4.		N S	0.0		0 0.		1	2.94	С	4.34	D	an and to some
5.0 College Blvd	SR 285	Forest Rd	1.07	E 2 U	4,900	_		16.0 4.0		0	24.0 3.		N S	0.0		0 0.		1	2.37	В	3.72	D	speed is avg.
5.0 College Blvd	SR 285	Forest Rd	1.07	N 2 U	4,900	,			0.0 32.0 0.0 21.0	0	24.0 3.		N S			0 0.		1	2.37	В D	3.72 4.13	D D	
6.0 CR 188	Jones Road	SR 85	0.59		5,100						10.5 3.		N S					1	4.20			D	
6.0 CR 188	Jones Road	SR 85	0.59	N 2 U	5,100				0.0 21.0	0	10.5 3.					0 0.		1	4.20	D	4.13		
8.0 CR 188	SR 85	John Givens Road	1.02	E 2 U	6,500	_			0.0 31.0	0	23.5 4.		N S			0 0.		1	3.87	D	4.27	D	
8.0 CR 188	SR 85	John Givens Road		N 2 U	6,500	_			0.0 31.0	0	23.5 4.		N S			0 0.		1	3.87	D	4.27	D	
9.0 CR 20	Hollywood Boulevard	Lovejoy Road	0.73	N 2 S	16,75	_			0.0 40.0	0	22.0 4.		N C			0 0.		1	3.54	D	5.21	E	
9.0 CR 20	Hollywood Boulevard	Lovejoy Road	0.73	S 2 S	16,75			15.0 3.5		0	22.0 4.		N C			0 0.		1	3.54	D	5.21	E	
10.0 CR 20	Lovejoy Road	Ajax Drive	0.17	N 4 U	25,25			14.0 0.0		0	14.0 3.		N C		-	0 0.		1	4.73	E	5.13	E	
10.0 CR 20	Lovejoy Road	Ajax Drive	0.17	S 4 U	25,250	0 4			0.0 52.5	0	14.0 3.		N C			100 5.		1	4.73	E	3.95	D _	
11.0 CR 20	Ajax Drive	Hurlburt Field Road	2.02	N 4 D	25,250	0 4			0.0 28.5	0	28.0 3.		N S			0 0.		2	3.17	С	4.89	E	
11.0 CR 20	Ajax Drive	Hurlburt Field Road	2.02	S 4 D	25,250	0 4			0.0 28.5	0	28.0 3.		N S			0 0.		2	3.17	С	4.89	E	
12.0 CR 20	Hurlburt Field Road	Green Acres Drive	0.40	N 4 D	20,500	0 4			0.0 28.5	0	28.0 3.		N S			0 0.		1	3.07	С	4.61	E	
12.0 CR 20	Hurlburt Field Road	Green Acres Drive	0.40	S 4 D	20,500	0 4			0.0 28.5	0	28.0 3.		N S			0 0.		1	3.07	С	4.61	E	
12.1 CR 20	Green Acres Drive	SR 189	0.70	E 4 S	20,500	0 4			0.0 60.0	0	13.5 3.		N C			0 0.		1	4.46	D	4.57	E _	
12.1 CR 20	Green Acres Drive	SR 189	0.70	N 4 S	20,500	0 4		13.5 0.0		0	13.5 3.		N C			0 0.		1	4.46	D	4.57	E	
13.0 CR 2376 (Niceville)	Bay Shore Drive	John Sims Parkway (SR 20)	1.72	N 2 U	6,500	2		16.0 3.0		0	22.0 3.		N S			15 4.		1	2.76	С	3.67	D	additional 3 ft. of pavement outside grates on shoulder; gap around grates
13.0 CR 2376 (Niceville)	Bay Shore Drive	John Sims Parkway (SR 20)	1.72	S 2 U	6,500	2			0.0 32.0	0	22.0 3.		N S			0 0.		1	2.76	С	3.91	D	
14.0 CR 2376 (Niceville)	SR 20	SR 285	0.48	N 2 U	8,300	2		12.0 0.0		0	12.0 4.		N S	9.0		100 5.		1	3.55	D	2.66	C	
14.0 CR 2376 (Niceville)	SR 20	SR 285	0.40	S 2 U	8,300			12.0 0.0		0	12.0 4.		N S	0.0		0 0.		1	3.55	D	4.24	D	
14.1 CR 2376 (Niceville)	SR 285	College Boulevard	0.09	N 2 U	8,300				0.0 25.0	0	12.5 4.		N S	0.0		0 5.		1	3.81	D	4.42	D	
14.1 CR 2376 (Niceville)	SR 285	College Boulevard	0.69	S 2 U	8,300				0.0 25.0		12.5 4.		N S			100 5.		1	3.81	D	2.52	С	
15.0 CR 2386	Hill Avenue	Mary Esther Boulevard	1.12	E 2 U	8,000				0.0 25.0	0	12.5 4.		N S	0.0		0 0.		1	3.68	D	4.39	D	curb on one side only
15.0 CR 2386	Hill Avenue	Mary Esther Boulevard	1.12	N 2 U	8,000		+		0.0 25.0	0	12.5 4.		N C	1.5		100 5.		1	3.68	D .	3.07	C	buffer is avg.
16.0 CR 2390	Hill Avenue	Cristobal Road	0.28	E 2 S	8,300				0.0 60.0	0	45.0 4.		N S	14.0		100 6.		0	0.00	A .	2.01	В	shoulder striped off
16.0 CR 2390	Hill Avenue	Cristobal Road	0.20	N 2 S	8,300	_			0.0 60.0	0	45.0 4.		N S	0.0		0 0.		0	0.00	Α	3.22	С	
17.0 CR 2390	Cristobal Road	Mary Esther Boulevard	0.52	E 4 S	8,300			17.0 5.0		0	27.0 4.		N S	0.0		0 0.		1	1.60	В	3.56	D	
17.0 CR 2390	Cristobal Road	Mary Esther Boulevard	0.52	N 4 S	8,300	_		17.0 5.0		0	27.0 4.		N S	0.0		0 0.		1	1.60	В	3.56	D	OW 11 // 11 11
18.0 CR 2390	Mary Esther Boulevard	Memorial Parkway	1.43	E 2 U	11,550			20.0 8.0		0	36.0 4.		N C			65 5.		1	1.14	Α .	3.47	С	SW and buffers highly variab;e
18.0 CR 2390	Mary Esther Boulevard	Memorial Parkway	1.43	N 2 U	11,550	_		20.0 8.0		0	36.0 4.		N C			100 4.		1	1.14	A	3.27	С	OW 11 %
18.1 CR 2390	Memorial Parkway	SR 189	1.00	E 2 U	11,550	_		15.5 4.5		0	24.5 4.		N C	3.0		100 5.		3	3.06	С	3.37	С	SW and buffers highly variab;e
18.1 CR 2390	Memorial Parkway	SR 189	1.03	N 2 U	11,550	_		15.5 4.5		0	24.5 4.		N C			25 5.		3	3.06	C	4.26	D	OW #
18.2 CR 2390	SR 189	SR 85	0.52	E 2 S	11,550			20.0 5.0		0	30.0 4.		N C			90 5.		1	1.94	В	3.33	С	SW and buffers highly variab;e
18.2 CR 2390	SR 189	SR 85	0.02	N 2 S	11,550			20.0 5.0		0	30.0 4.		N C			90 5.		1	1.94	В	3.33	C	
19.0 CR 2390	SR 85	Terminus	0.30	E 4 D	0,100				0.0 21.0	0	10.5 3.		N S			0 0.		1	3.70	D	4.13	D	
19.0 CR 2390	SR 85	Terminus	0.90	W 4 D	0,100				0.0 21.0	0	10.5 3.		N S			50 5.		1	3.70	D	3.33	C	
20.0 CR 283	CR 30A	Urbanized Area Boundary	0.10	N 2 U	0,000		+		0.0 24.0	0	13.5 4.		N S			100 8.		0	3.10	С	2.16	В	
20.0 CR 283	CR 30A	Urbanized Area Boundary	0.10	S 2 U	0,000				0.0 24.0	0	13.5 4.		N S			0 0.		0	3.10	С	3.76	D	
21.0 CR 283	Urbanized Area Boundary	US 98	1.02	N 2 U	0,001				0.0 24.0	0	13.5 4.		N S			100 8.		1	3.62	D	2.34	В	
21.0 CR 283	Urbanized Area Boundary	US 98		S 2 U	0,00	_	+		0.0 24.0	0	13.5 4.		N S			0 0.		1	3.62	D	4.08	D	
22.0 CR 30A	US 98	CR 393	0.02	E 2 U	5,33	1			0.0 24.0	0	12.0 4.		N S			10 8.		1	3.46	С	3.96	D	
22.0 CR 30A	US 98	CR 393	0.02	W 2 U	5,350				0.0 24.0	0	12.0 4.		N S			85 8.		1	3.46	С	2.66	С	
23.0 CR 30A	CR 393	Mary Street	0.37	E 2 U	5,200	2	35	11.0 0.0	0.0 22.0	0	11.0 3.	.5 -	N S	7.0	0 1	100 9.	0 3	0	3.80	D	2.42	В	





	T		1				1 1		Total						Tree			1		11		
	_	_		Dir.		1	Post.	Width	h of Pvm	t Occ.		_	Bike	Buff.	Spcg.	valk Roa			ycle		strian	
Seg_ID Road Name	From	То	_	of Lanes		Tks. (HV)	1 - L	Paven W <sub>t</sub> V	ment Width				Lane Cros Mark Sec	ss Width		idth Profi Vs) Con	-	Score	OS Grade	Value	OS Grade	Comments
			(mi)	#		(%)	mph	(ft) (f	ft) (ft) (ft)	(%)	(	15) (15)			(ft/ctr)	ft) (1,2,		(17)	(AF)	(17)		<u> </u>
23.0 CR 30A	CR 393	Mary Street	0.37	W 2	U 5,20	00 2	35	11.0 0.			11.0		N S		0	5.0 3	0	3.80	D	3.85	D	
23.1 CR 30A	Mary Street	CR 83	1.87	E 2	U 5,20	00 3	45	15.0 4			23.0		N S		0	3.0 3	0	2.98	С	2.65	С	
23.1 CR 30A	Mary Street	CR 83	1.87	W 2	U 5,20	00 3			0.0 0.0 26.0	_	11.0		N S		0	0.0 3	0	4.18	D	4.53	Е	
23.2 CR 30A	CR 83	Buttercup Street	3.00	E 2	U 5,20	00 3		11.0 0			11.0		N S		0	3.0 3	0	3.93	D	2.49	В	
23.2 CR 30A	CR 83	Buttercup Street	3.00	W 2	U 5,20	00 3		11.0 0			11.0		N S		0	0.0 3	0	3.93	D	4.53	E	
23.3 CR 30A	Buttercup Street	Western Lake Drive	0.23	E 2	D 5,20				0.0 0.0 21.0		10.5		N C		0	3.0 1	0	3.41	С	2.02	В	
23.3 CR 30A	Buttercup Street	Western Lake Drive	0.20	W 2	D 5,20		25		0.0 0.0 21.0	_	10.5		N C			5.0 1	0	3.41	С	1.33	A	
23.4 CR 30A	Western Lake Drive	CR 395	0.07	E 2	5,20		25		0.0 0.0 21.0		10.5		N C		0	5.0 1	0	3.41	С	3.34	C	include 75% parking WB & 40% WB for ped LOS calc
23.4 CR 30A	Western Lake Drive	CR 395	0.07	W 2	5,20	_			0.0 0.0 21.0		10.5		N C			3.0 1	0	3.41	С	1.86	В	
24.0 CR 30A	CR 395	Eastern Lake Road	1.00	E 2	7,45		35		1.0 0.0 24.0	_	22.0		N S		0	3.0 1	0	3.04	С	2.70	С	
24.0 CR 30A	CR 395	Eastern Lake Road	1.60	W 2	7,45		35	10.0 0			10.0		N S		0	0.0 1	0	4.16	D	4.61	E	
24.1 CR 30A	Eastern Lake Road	W end of Alys Beach	4.83	E 2	7,45	_	35	10.5 0		_	10.5		N S		0	3.0 3	0	4.11	D	2.53	C	path occasionally becomes shoulder; buffer is avg.
24.1 CR 30A	Eastern Lake Road	W end of Alys Beach	4.00	W 2	U 7,45	_		10.5 0		_	10.5		N S		0	0.0 3	0	4.11	D	4.54	E	
24.2 CR 30A	W end of Alys Beach	E end of Alys Beach	0.52	E 2	7,45	_	25	11.0 0		_	11.0		N S	45.0	0	3.0 1	0	3.59	D	1.74	В	
24.2 CR 30A	W end of Alys Beach	E end of Alys Beach	0.52	W 2	7,45			11.0 0			11.0		N S		0	3.0 1	0	3.59	D	2.77	С	notion has 20 ft tree agains (-bbffh)
24.3 CR 30A	E end of Alys Beach	US 98 (SR 30)	1.03	E 2	U 7,45	_	25	11.0 0		_	11.0		N S	15.0	0	3.0 1	3	3.59	D	2.35	В	portion has 30 ft. tree spacing (check effect)
24.3 CR 30A	E end of Alys Beach	US 98 (SR 30)	1.03	W 2	7,45	_		11.0 0.			11.0			10.0	0	3.0 1	3	3.59	D	2.35	В	W/ reduced for debrin and DDMs DL is marked through a secretary
25.0 CR 30B	US 98 (SR 30)	Legion Drive (Destin)	0.35	N 2	U 4,50	_			3.5 0.0 29.0		21.5		Y S		0	5.0 1	1	2.59	С	2.54	С	WI reduced for debris and RPMs; BL is marked through roundabout (no-no)
25.0 CR 30B	US 98 (SR 30)	Legion Drive (Destin)	0.35	S 2 N 2	U 4,50	_		14.5 3 11.0 0	3.5 0.0 29.0 0.0 0.0 22.0		21.5 11.6		Y S		0	0.0 1	0	2.59 3.28	С	3.14	C D	
26.0 CR 393	CR 30A	Urbanized Boundary	0.75		3,80	_									7			-	С	1		
26.0 CR 393	CR 30A	Urbanized Boundary	0.75	S 2	3,80			11.0 0.			11.6					3.0 3	0	3.28	С	2.34	В	
26.1 CR 393	Urbanized Boundary	US 98	1.11	N 2	3,80			11.0 0			11.6		N S		0	0.0 3	1	3.95	D	4.30	D	
26.1 CR 393	Urbanized Boundary	US 98	1.11	S 2	3,80			11.0 0.			11.6		N S		0	0.0 3	1	3.95	D	4.30	D	
27.0 CR 393	US 98	Chat Holley Rd	1.02	N 2	4,20			11.5 0			11.5		N S		0	0.0 3	1	4.07	D	4.36	D	
27.0 CR 393	US 98	Chat Holley Rd	1.02	S 2	4,20	_		11.5 0		_	11.5		N S		0	0.0 3	1	4.07	D	4.36	D	
28.0 CR 395	CR 30A	Urbanized Boundary	0.77	N 2	U 5,50			12.0 0		_	12.0		N S		0	0.0 3 3.0 3	1	3.57 3.57	D D	4.15	D B	
28.0 CR 395	CR 30A	Urbanized Boundary	0.77	S 2	5,50	_			0.0 0.0 24.0		12.0		N S		0	3.0 3 3.0 2	2	4.97	E	2.42	D	
29.0 CR 395	Urbanized Boundary	US 98	2.18	N 2 S 2	5,50	_			0.0 0.0 24.0 0.0 0.0 24.0	_	12.0		N S		-	3.0 2	2	4.97	E	3.55	D	_
29.0 CR 395	Urbanized Boundary	US 98	2.10	E 2	U 5,50	_			0.0 0.0 24.0		11.5		N S		0	0.0 3	1	5.48	E	3.55 4.70	E	shoulder on I-10 overpass
30.0 CR 4	SR 10 (US90)	P.J. Adams Pkwy	3.40	W 2	7,00	_			0.0 0.0 23.0		11.5		N S		0	0.0 3	1	5.48	E	4.70	E	Siloulder of 1-10 overpass
30.0 CR 4	SR 10 (US90)	P.J. Adams Pkwy	3.40	E 2	7,00	_			0.0 0.0 21.0		10.5		N S		0	0.0 3	0	5.26	E	5.39	E	limited ROW; pavecon highly variable
31.0 CR 4	P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	2.22	W 2	U 16,50	_	-		0.0 0.0 21.0		10.5		N S		0	0.0 3	0	5.26	E	5.39	E	illilited KOVV, pavecorr liighty variable
31.0 CR 4	P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	2.22	N 2	16,50				5.0 0.0 34.5			4.0 4.0	N S			0.0 3	1	2.46	B	4.05	D	-
32.0 CR 457	US 98 (SR 30)	East Mack Bayou Drive	0.81	S 2	7,00	-	-		0.0 0.0 34.5			4.0 4.0	N S		0	0.0 3	1	0.40	A	3.73	D	
32.0 CR 457	US 98 (SR 30)	East Mack Bayou Drive	0.01	N 2	7,00	-	_		0.0 0.0 29.0		10.5		N S		0	0.0 3		3.91	D	4.49	D	SB shoulder w/ multi-use path signage and double white stripe
32.1 CR 457	East Mack Bayou Drive	N of Wild Brian Drive	0.70	S 2	U 7,00	-			3.0 0.0 29.0				Y S			0.0 3		0.95	A	3.79	D	and and pair agrage and double write dupe
32.1 CR 457	East Mack Bayou Drive	N of Wild Briar Drive	0.70	N 2	7,00	-			0.0 0.0 29.0				N S		0	0.0 1	0	3.91	D	4.49	D	SB shoulder w/ multi-use path signage and double white stripe
32.2 CR 457	N of Wild Briar Drive	Harborview Road Harborview Road	0.07	S 2	U 7,00	,0	_		0.0 0.0 21.0		10.5		N S		0	0.0 1	0	3.91	D	4.49	D	25 chouses in main use pain signage and double write stripe
32.2 CR 457	N of Wild Briar Drive		0.64	N 2		,0			0.0 0.0 24.0	_	18.6		N S		0	3.0 1	0	1.64	В	2.61	С	
33.0 CR 83 33.0 CR 83	CR 30A	Urbanized Area Boundary		S 2	U 1,80				0.0 0.0 24.0	_	18.6		N S		0	0.0 1	0	1.64	В	2.93	С	
33.0 CR 83 34.0 CR 83		Urbanized Area Boundary US 98	1.43	N 2	U 1,80	,	_	12.0 0			18.6		N S		0	0.0 3	0	2.21	В	3.49	С	
34.0 CR 83	Urbanized Boundary Area Urbanized Boundary Area	US 98	1.43	S 2	U 1,80				0.0 0.0 24.0		18.6		N S		0	0.0 3	0	2.21	В	3.49	С	
34.0 CR 83 35.0 CR 83 A	Urbanized Boundary Area SR 20	US 98 4 Mile Road	8.21	E 2	U 1,80		-	12.0 0			19.5		N S		0	0.0 3	0	1.81	В	3.39	С	
35.0 CR 83 A 35.0 CR 83 A	SR 20 SR 20	4 Mile Road  4 Mile Road		W 2	U 1,50	0			0.0 0.0 24.0	_	19.5		N S		0	3.0 3	0	1.81	В	2.30	В	
35.0 CR 83 A 35.1 CR 83 A	4 Mile Road	SR 20	0.37	N 2	U 1,50	-			0.0 0.0 32.0	_	18.7		N S		0	0.0 3	0	1.78	В	3.12	С	
35.1 CR 83 A	4 Mile Road	SR 20	0.37	S 2	U 1,50	,0	-	20.5 9			45.7		N S		0	0.0 3	0	0.00	A	3.01	С	
36.0 CR 883	4 Mile Road SR 20	Freeport City Limits/ Pine Street		N 2	U 5,00	,0	-		3.0 0.0 30.0				N S		0	0.0 1	1	2.82	С	3.81	D	
36.0 CR 883	SR 20	Freeport City Limits/ Pine Street  Freeport City Limits/ Pine Street	2.24	S 2	U 5,00				3.0 0.0 30.0				N S		0	0.0 1	1	2.82	С	3.81	D	
36.0 CR 883 37.0 CR 883	Freeport City Limits/ Pine Street	US 331	2.24	N 2	U 10,40	10			3.0 0.0 30.0				N S		0	0.0 2	0	6.03	F	5.18	E	
37.0 CR 883	Freeport City Limits/ Pine Street  Freeport City Limits/ Pine Street	US 331	2.00	S 2	U 10,40				3.0 0.0 30.0			4.0 4.0	N S		0	0.0 2	-	6.03	F	5.18	E	
38.0 Denton Boulevard	Mayflower Avenue	Bob Sikes Road	2.00	N 2	U 9,00	,,,	-		0.0 0.0 22.0		11.0		N S			5.0 3	0	3.72	D	2.46	В	
38.0 Denton Boulevard	Mayflower Avenue  Mayflower Avenue	Bob Sikes Road  Bob Sikes Road	0.50	S 2	U 9.00		-		0.0 0.0 22.0		11.0		N S		0	0.0 3	0	3.72	D	4.42	D	
38.1 Denton Boulevard	Bob Sikes Road	SR 188	0.00	N 2	- ,		_		3.5 0.0 31.0			4.0 4.0	N S			5.0 3	1	2.52	С	2.30	В	
38.1 Denton Boulevard	Bob Sikes Road  Bob Sikes Road	SR 188	0.20	S 2	U 9.00				3.5 0.0 31.0	_			N S			0.0 3	1	2.52	С	4.01	D	
Jo. i Denion boulevaru	DOD OIKES IVORU	017 100	0.20		9,00										1				1	11	1	1





									Tota						Tree								Τ
Seg_ID Road	Name From	То	Len- I	Oir. of Lanes (L	.)	Tks.	Post. Spd.	Width e					ike ane Cross	Buff. s Width	Spcg. in % with	Swalk Width		Signals per	Bicycl LOS	e	Pedes		Comments
				Sur. Th Co	n ADT	(HV) (%)	(SP <sub>p</sub> )	W <sub>t</sub> W <sub>i</sub>	W <sub>ps</sub> (TPW	(OSPA		C <sub>t</sub> PC <sub>1</sub> N	lark Sec.		Buffer Sidewalk	(Ws)	Cond (1,2,3)	Seg.			/alue (17)	Grade (AF)	
39.0 Forest Rd	Rocky Bayou Dr	College Blvd	1.34	N 2 U	4.90			16.0 4.0	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	` ` '		.0 4.0	N S	0.0	0 0	0.0	3	0	2.50		3.87	D D	
39.0 Forest Rd	Rocky Bayou Dr	College Blvd	1.34	S 2 U	4,900	3	40	16.0 4.0	0.0 32.0	0	24.0 4.	.0 4.0	N S	0.0	0 0	0.0	3	0	2.50	В	3.87	D	
40.0 General Bond F	Road SR 189	SR 85	1.16	W 2 OV	V 10,000	3	45	12.0 0.0	0.0 24.0	0	12.0 5.	.0 -	N S	0.0	0 0	0.0	2	0	4.25	D	4.88	Е	
40.0 General Bond F	Road SR 189	SR 85	1.16	W 2 OV	V 10,000	3	45	12.0 0.0	0.0 24.0	0	12.0 5.	.0 -	N S	0.0	0 0	0.0	2	0	4.25	D	4.88	Е	Side is duplicate- one way street
41.0 Hutchinson St	Old Hwy 98	US 98	0.42	N 2 U	5,000	2	30	12.0 0.0	0.0 24.0	0	12.0 4.	.0 -	N C	18.0	0 100	5.0	3	1	3.41	С	2.15	В	buffer is avg.
41.0 Hutchinson St	Old Hwy 98	US 98	0.42	S 2 U	5,000	2	30	12.0 0.0	0.0 24.0	0	12.0 4.	.0 -	N C	18.0	0 100	5.0	3	1	3.41	С	2.15	В	
42.0 James L Lee Ro	d Pocahontas Dr	SR 188	0.79	N 2 U	2,500	2		12.0 0.0			16.5 4.		N S	18.0	0 10	5.0	1	0	2.18		3.37	С	
42.0 James L Lee Re	d Pocahontas Dr	SR 188	0.79	S 2 U	2,500	2		12.0 0.0			16.5 4.		N S	18.0	0 70	5.0	1	0	2.18		2.28	В	-
43.0 John King Rd	SR 85	Windsor Cir	1.80	E 2 U	2,500	3	<b>+</b> + +	11.0 0.0			15.1 3.		N S	0.0	0 0	0.0	1	0	2.62		3.27	С	WB high-slope PS west end
43.0 John King Rd	SR 85	Windsor Cir	1.60	W 2 U	2,500	3	<b>+</b> + +	11.0 0.0			15.1 3.		N S	0.0	0 0	0.0	1	0	2.62		3.27	С	
44.0 Legion Dr	Benning Dr	Beach Drive	0.27	E 2 U	4,400	2		11.5 0.0 11.5 0.0			11.5 4. 11.5 4.		N S	7.5 7.5	0 100	4.0	1	0	3.11		2.36	В В	-
44.0 Legion Dr	Benning Dr	Beach Drive	0.27	W 2 0	4,400			10.5 0.0			10.5 4.		N S	4.0	0 100	8.0	1	1	3.40		2.36	В	
44.1 Legion Dr	Beach Drive	Main St	0.42	W 2 S	4,400	_		10.5 0.0			10.5 4.		N S	4.0	0 100	8.0	1	1	3.40		2.31	В	-
44.1 Legion Dr	Beach Drive wer Ave SR 189	Main St	0.42	E 2 U	4,400			12.5 0.0			12.5 3.		N C	4.0	0 40	5.0	1	1	3.69		3.71	D	true TPW is 27, but a foot of sand/grass on either side
45.0 Lewis St/Mayflo		James L Lee Rd  James L Lee Rd	1.21	W 2 U	9,000			12.5 0.0			12.5 3.		N C	2.0	0 60	4.0	1	1	3.69		3.54		
45.0 Lewis St/Mayflo		John King Rd	1.21	N 2 U	5.000			11.0 0.0			11.0 3.		N C/S		0 0	0.0	3	1	3.85		4.06	D	approx. 30% curbed
46.0 Live Oak Churc		John King Rd	1.50	S 2 U	5.000	_			0 0.0 22.0	-	11.0 3.		N C/S		0 0	0.0	3	1	3.85		4.06	D	·
47.0 Main Street (De		Airport Road	0.52	N 4 D	-,				0 0.0 22.0		11.0 4.	.5 -	N C	2.0	0 100	8.0	1	2	3.35	С	2.36	В	buffer is avg.
47.0 Main Street (De		Airport Road	0.52	S 4 D	- 7,		30	11.0 0.0	0.0 22.0	0	11.0 4.	.5 -	N C	2.0	0 100	8.0	1	2	3.35	С	2.36	В	
48.0 Monahan Dr	South Ave	Eglin Pkwy		E 2 U	1,000	_	20	10.5 0.0	0.0 21.0	0	18.4 3.	.5 -	N S	0.0	0 0	0.0	1	0	0.96	Α	2.75	С	
48.0 Monahan Dr	South Ave	Eglin Pkwy	0.80	W 2 U	1,000	2	20	10.5 0.0	0.0 21.0	0	18.4 3.	.5 -	N S	0.0	0 0	0.0	1	0	0.96	Α	2.75	С	
49.0 Old Hwy 98	west end	W of Grand Palms Boulevard	1.17	E 2 U	7,000	2	25	11.5 0.0	0.0 23.0	0	11.5 4.	.0 -	N C	10.0	0 100	5.0	3	0	3.49	С	2.49	В	
49.0 Old Hwy 98	west end	W of Grand Palms Boulevard	1.17	W 2 U	7,000	2	25	11.5 0.0	0.0 23.0	0	11.5 4.	.0 -	N C	20.0	0 100	9.0	3	0	3.49	С	2.09	В	
49.1 Old Hwy 98	W of Grand Palms Boulevard	Ocean Boulevard	0.38	E 2 D	7,000	2	25	12.0 0.0	0.0 12.0	0	12.0 4.	.5 -	N C	60.0	0 100	10.0	3	0	3.33	С	1.46	Α	
49.1 Old Hwy 98	W of Grand Palms Boulevard	Ocean Boulevard	0.38	W 2 D	7,000	2	25	12.0 0.0	0.0 12.0	0	12.00 4.	.5 -	N C	2.0	0 100	10.0	3	0	3.33	С	2.49	В	
49.2 Old Hwy 98	Ocean Boulevard	Miami Street	1.79	E 2 U	8,300	2		12.0 0.0			12.00 4.		N C	15.0	0 40	5.0	3	0	3.45		3.55	D	
49.2 Old Hwy 98	Ocean Boulevard	Miami Street	1.79	W 2 U	8,300	2		12.0 0.0			12.00 4.		N C	15.0	0 100	10.0	3	0	3.45		2.33	В	_
49.3 Old Hwy 98	Miami Street	Pedestrian Overpass 1	0.37	E 2 U	8,300		<b>+</b> + +		0.0 30.0		23.00 4.		N C	0.0	0 0	0.0	3	0	2.69		4.20	D	
49.3 Old Hwy 98	Miami Street	Pedestrian Overpass 1	0.37	W 2 U	8,300				0.0 30.0		23.00 4.		N C	15.0	0 100	10.0	3	0	2.69		2.51	C	OC OUT OV
49.4 Old Hwy 98	Pedestrian Overpass 1	Summer Haven Trail	0.30	E 2 U	8,300	_			0 12.0 39.5				N C	0.0	0 100	8.0	3	0	2.49		1.92	В	QC CHECK OK- wps an unmarked shoulder
49.4 Old Hwy 98	Pedestrian Overpass 1	Summer Haven Trail	0.30	W 2 U	8,300				0 0.0 39.5				N C	15.0 8.0	0 100	10.0	3	0	3.83		2.58 3.45	С	
49.5 Old Hwy 98	Summer Haven Trail	US 98	1.04	W 2 U	8,300	_			0.0 24.0				N S	12.0		8.0	1	0	3.87		2.66	С	-
49.5 Old Hwy 98	Summer Haven Trail	US 98		E 2 U	0,000	1			0.0 23.0	_			N S	0.0	0 0	0.0	3	3	6.54		5.84	F	
50.0 P.J. Adams Pky		SR 85 S /Ferdon Boulevard	1.07	W 2 U	16,500	1			0 0.0 23.0				N S	0.0	0 0	0.0	3	3	6.54		5.84	F.	
50.0 P.J. Adams Pkv 51.0 Pocahontas Dri		SR 85 S /Ferdon Boulevard South Avenue		E 2 U	2,500	1			0 0.0 23.0				N S	0.0	0 0	0.0	1	0	2.45		3.21	С	
51.0 Pocahontas Dri		South Avenue South Avenue	0.55	W 2 U	2,500				0 0.0 23.0				N S	0.0	0 0	0.0	1	0	2.45		3.21	С	
51.1 South Avenue	Pocahontas Drive	Eglin Pkwy	0.55	E 2 U	2,500	-			0 0.0 25.0		17.2 4.		N C	0.0	0 0	0.0	1	1	2.06		3.11	С	
51.1 South Avenue	Pocahontas Drive	Eglin Pkwy		W 2 U	2,500				0.0 25.0		17.2 4.		N C	0.0	0 0	0.0	1	1	2.06	В	3.11	С	
52.0 Rocky Bayou D		Forest Rd		E 2 U	5,900		30	15.0 4.5	5 0.0 30.0	0	24.0 3.	.5 3.5	N S	0.0	0 0	0.0	1	1	2.49	В	3.79	D	
52.0 Rocky Bayou D		Forest Rd	0.68	W 2 U	5,900		30	15.0 4.5	5 0.0 30.0	0	24.0 3.	.5 3.5	N S	0.0	0 0	0.0	1	1	2.49	В	3.79	D	
52.1 Rocky Bayou D		Huntington Rd	1.00	E 2 U	5,900	2	30	11.0 0.0	0.0 30.0	0	11.0 4.	.0 4.0	N S	0.0	0 0	0.0	1	1	3.63	D	4.17	D	
52.1 Rocky Bayou D	r Forest Rd	Huntington Rd	1.00	W 2 U	5,900	2	30	11.0 0.0	0.0 30.0	0	11.0 4.	.0 4.0	N S	0.0	0 0	0.0	1	1	3.63	D	4.17	D	
53.0 Santa Rosa Bo	ulevard Eglin AFB Boundary	US 98 (SR30)	2.18	E 4 D	16,000	3	35	10.0 0.0	0.0 25.0	0	10.0 3.	.5 -	N S	5.0	0 10	5.0	1	1	4.53	E	4.51	E	
53.0 Santa Rosa Bo	ulevard Eglin AFB Boundary	US 98 (SR30)	2.18	W 4 D	16,000	3	35	15.0 5.0	0.0 25.0	0	25.0 3.	.5 3.5	N S	10.0	0 100	5.0	1	1	3.03	С	2.75	С	
54.0 SR 10 (US 90)	Santa Rosa County Line	SR 4/ Baker Highway	10.56	E 2 U	4,22	5			0.0 33.0			.0 4.0		0.0	0 0	0.0	3	0	3.03		4.33	D	speed drops through Holt (60 W of Holt)
54.0 SR 10 (US 90)	Santa Rosa County Line	SR 4/ Baker Highway	10.56	W 2 U	4,225	5			0.0 33.0			.0 4.0		0.0	0 0	0.0	3	0	3.03		4.33	D	-
55.0 SR 10 (US 90)	SR 4/ Baker Highway	OK-WL MPA Boundary (East of Ellis Road)	0.00	E 2 U	4,900	4			0.0 32.0	-			N S	0.0	0 0	0.0		1	2.77		4.04	D	under construction - verify info w/ FDOt
55.0 SR 10 (US 90)	SR 4/ Baker Highway	OK-WL MPA Boundary (East of Ellis Road)	0.60	W 2 U	4,900	4		16.0 4.0			24.0 5.		N S	0.0	0 0	0.0		1	2.77		4.04	D	
56.0 SR 10 (US 90)	OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road	0.22	E 2 U	8,643				0.0 40.0		36.0 4.		N C	0.0	0 0	0.0	3	0	2.00		4.21	D	whole segment is bridge
56.0 SR 10 (US 90)	OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road	0.22	W 2 U	8,643	_			0.0 40.0	-			N C	0.0	0 0	0.0	3	0	2.00		4.21	D	roully a 2.5 land group continu
57.0 SR 10 (US 90)	0.22 mi west of CR 4/ Antioch Road	CR 4/ Antioch Road	0.22	E 4 D	8,643	_			0.0 28.0		24.0 4.		N S	0.0	0 0	0.0	3	1	3.47		3.98	D	really a 3.5-lane cross section
57.0 SR 10 (US 90)	0.22 mi west of CR 4/ Antioch Road	CR 4/ Antioch Road	0.22	W 4 D	8,643				0 0.0 28.0	-			N S	0.0	0 0	0.0	3	1	3.47 4.29		3.98 4.20	D D	1
58.0 SR 10 (US 90)	CR 4/ Antioch Road	Old Bethel Road	1.63	E 4 D	12,38	8	40	10.0 4.0	, 0.0 28.0	U	24.0 4.	.0 4.5	14 5	0.0	U	0.0	3	ı	4.28	U	<b>7.∠</b> U	υ	<u>l</u>





			1 1							Total						Tree				1		1		
	_	_		Dir.			Post		idth of	Pvmt				Bike	Buff.	Spcg.		alk Road			ycle		strian	
Seg_ID Road Name	From	То		of Land			s. Spd V) (SP <sub>p</sub>		W <sub>I</sub> W <sub>ps</sub>	Width (TPW)	Park. (OSPA)			Lane Cros Mark Sec	ss Width		with Widlewalk (W		1 -	Score	OS Grade		OS Grade	Comments
			(mi)	#	COII AD	(%			(ft) (ft)	(ft)	(%)		.5) (15)			(ft/ctr)	(f			(17)	(AF)	(17)		
58.0 SR 10 (US 90)	CR 4/ Antioch Road	Old Bethel Road	1.63	W 4	D 1:	2,386 8	3 45	16.0	4.0 0.0	28.0	0	24.0 4.	5 4.5	N S	0.0	0	0 0.	0 3	1	4.29	D	4.20	D	
59.0 SR 10 (US 90)	Old Bethel Road	SR 85/ Ferdon Boulevard	1.61	E 4	S 1	8,033 5	35	11.5	0.0 0.0	59.0	0	11.5 4.	.0 -	N C	8.0	0	100 5.	0 1	2	4.73	Е	3.03	С	buffer is avg.
59.0 SR 10 (US 90)	Old Bethel Road	SR 85/ Ferdon Boulevard	1.61	W 4	S 1	8,033 5	35	11.5	0.0 0.0	59.0	0	11.5 4.	.0 -	N C	8.0	0	100 5.	0 1	2	4.73	E	3.03	С	
60.0 SR 10 (US 90)	SR 85/ Ferdon Boulevard	Sikes Drive	1.43	E 4	S 1	2,100 8	3 45	13.0	0.0 0.0	59.0	0	13.0 3.	5 -	N C	5.0	0	0 5.	0 1	1	5.68	F	4.44	D	9.5' TWLTL
60.0 SR 10 (US 90)	SR 85/ Ferdon Boulevard	Sikes Drive	1.43	W 4	S 1	2,100 8	3 45	13.0	0.0 0.0	59.0	0	13.0 3.	.5 -	N C	5.0	0	0 5.	0 1	1	5.68	F	4.44	D	
60.1 SR 10 (US 90)	Sikes Drive	Fairchild Road	1.82	E 4	D 1:	2,100	0 55	17.0	5.0 0.0	28.5	0	27.0 4.	.0 4.0	N S	0.0	0	0 0.	0 3	0	4.96	E.	4.51	Е	
60.1 SR 10 (US 90)	Sikes Drive	Fairchild Road	1.82	W 4	D 1:	2,100	0 55	17.0	5.0 0.0	28.5	0	27.0 4.	0 4.0	N S	0.0	0	0 0.	0 3	0	4.96	Е	4.51	Е	
61.0 SR 10 (US 90)	Fairchild Road	Walton County Line	7.62	E 2	U	5,700 7	7 55	16.5	5.0 0.0	33.0	0	26.5 3.	5 3.5	N S	0.0	0	0 0.	0 2	0	4.07	D	4.50	D	RR S side; no shoulder over Shoal River bridge
61.0 SR 10 (US 90)	Fairchild Road	Walton County Line	7.62	W 2	U	5,700	55	16.5	5.0 0.0	33.0	0	26.5 3.	5 3.5	N S	0.0	0	0 0.	.0 3	0	4.07	D	4.50	D	RR S side; no shoulder over Shoal River bridge
62.0 SR 10 (US 90)	Okaloosa County Line	SR 285	2.68	E 2	U	6,100 7	55	16.5	5.0 0.0	33.0	0	26.5 4.	0 4.0	N S	0.0	0	0 0.	0 2	0	3.95	D	4.55	Е	RR S side
62.0 SR 10 (US 90)	Okaloosa County Line	SR 285	2.68	W 2	U	6,100 7	7 55	16.5	5.0 0.0	33.0	0	26.5 4.	.0 4.0	N S	0.0	0	0 0.	0 2	0	3.95	D	4.55	Е	RR S side
63.0 SR 10 (US 90)	SR 285	SR 187/ US 331	12.15	E 2	U	6,650 7	55	17.0	5.5 0.0	34.0	0	28.0 4.	.0 4.0	N S	0.0	0	0 0.	0 2	1	3.78	D	4.57	Е	RR S side
63.0 SR 10 (US 90)	SR 285	SR 187/ US 331	12.15	W 2	U	6,650 7	7 55	17.0	5.5 0.0	34.0	0	28.0 4.	.0 4.0	N S	0.0	0	0 0.	0 3	1	3.78	D	4.57	E	RR S side
64.0 SR 10 (US 90)	SR 187/ US 331	Shoemaker Drive	0.56	E 4	D 1	0,450 8	3 45	16.0	4.5 0.0	27.0	0	25.0 3.	.0 3.0	N S	0.0	0	0 0.	0 2	1	4.52	E	4.08	D	RR S side
64.0 SR 10 (US 90)	SR 187/ US 331	Shoemaker Drive	0.56	W 4	D 1	0,450 8	3 45	16.0	4.5 0.0	27.0	0	25.0 3.	.0 3.0	N S	0.0	0	0 0.	0 2	1	4.52	Е	4.08	D	RR S side
64.1 SR 10 (US 90)	Shoemaker Drive	US 331S	1.32	E 4		0,450 8	3 45	12.0	0.0 0.0	59.0	0	12.0 3.	.0 -	N C	0.0	0	100 6.	0 1	1	5.90	F	3.04	С	RR S side
64.1 SR 10 (US 90)	Shoemaker Drive	US 331S	1.32	W 4		0,450 8	3 45	12.0	0.0 0.0	59.0	0	12.0 3.	.0 -	N C	0.0	0	0 0.	0 1	1	5.90	F	4.44	D	RR S side
64.2 SR 10 (US 90)	US 331S	4th Street	0.59	E 4		0,450 5	35	10.0	0.0 0.0	51.0	0	10.0 3.	.5 -	N C	2.0	0	100 5.	0 1	3	4.76	Е	2.82	С	RR S side
64.2 SR 10 (US 90)	US 331S	4th Street		W 4		0,450 5	35	10.0	0.0 0.0	51.0	0	10.0 3.	.5 -	N C	5.0	0	100 5.	0 1	3	4.76	Е	2.72	С	RR S side
64.3 SR 10 (US 90)	4th Street	Baldwin Avenue		E 4		0,450 8	3 45	14.0	2.5 0.0	52.0	0	18.6 3.	.5 3.0	N C	0.0	0	100 6.	5 1	0	5.14	Е	2.94	С	RR S side
64.3 SR 10 (US 90)	4th Street	Baldwin Avenue		W 4		0.450 8	3 45	14.0	2.5 0.0	52.0	0	18.6 3.	.5 3.0	N C	0.0	0	100 6.	5 1	0	5.14	Е	2.94	С	RR S side
65.0 SR 10 (US 90)	Baldwin Avenue	OK-WL MPA Boundary (County Highway 183)	0.10	E 2		5.167 7	7 55	16.0	4.5 0.0	32.0	0	25.0 4.	.0 4.0	N S	0.0	0	0 0.	0 2	0	4.08	D	4.48	D	RR S side; some veg. encroachment
65.0 SR 10 (US 90)	Baldwin Avenue	OK-WL MPA Boundary (County Highway 183)		W 2		5,167 7	7 55	16.0	4.5 0.0	32.0	0	25.0 4.	.0 4.0	N S	0.0	0	0 0.	0 2	0	4.08	D	4.48	D	RR S side; some veg. encroachment
66.0 SR 10 (US 90)	OK-WL MPA Boundary (County Highway 183)	Holmes County Line		E 2		3,200 5	5 55	17.0	5.0 0.0	34.0	0	29.4 4.	.0 4.0	N S	0.0	0	0 0.	0 2	0	1.89	В	4.16	D	
66.0 SR 10 (US 90)	OK-WL MPA Boundary (County Highway 183)	Holmes County Line		W 2		3,200 5	5 55	17.0	5.0 0.0	34.0	0	29.4 4.	.0 4.0	N S	0.0	0	0 0.	0 2	0	1.89	В	4.16	D	
67.0 SR 123	SR 85	SR 85N	-	N 2		6.400	0 55	17.0	5.0 0.0	34.0	0	27.0 4.	.0 4.0	N S		0	0 0.		0	5.46	Е	5.74	F	under construction - future 2-lane undivided cross-section
67.0 SR 123	SR 85	SR 85N	4.52	S 2		6.400			5.0 0.0	34.0	0	27.0 4.	.0 4.0	N S			0 0.		0	5.46	Е	5.74	F	
68.0 SR 145	US98 (SR30)	SR85/ Eglin Parkway	4.52	N 4		0,350 4	30		1.5 0.0	40.0	0	14.0 4.	.0 4.0	N C			100 5.		2	4.06	D	2.96	С	2 lane NB/1 lane SB
68.0 SR 145	US98 (SR30)		0.51	S 2		0.350			1.5 0.0	40.0	0	14.0 4.		N C			80 5.		2	4.41	D	4.46	D	
		SR85/ Eglin Parkway	0.51	N 2		7.100 6				33.0	0	26.5 3.	.5 3.5	N S			0 0.		1	3.66	D	4.27	D	
69.0 SR 187 (US 331N)	SR 10/ US 90	OK-WL MPA Boundary(north of Bob McCaskill Drive)	2.03	S 2		7,100 6			5.0 0.0	33.0		26.5 3.		N S			0 0.		1	3.66	D	4.27	D	
69.0 SR 187 (US 331N)	SR 10/ US 90  OK-WL MPA Boundary(North of Bob McCaskill Drive)	OK-WL MPA Boundary(north of Bob McCaskill Drive)	2.09	N 2		3,200 5			5.0 0.0			28.8 3.		N S			0 0.		0	2.19	В	4.20	D	
70.0 SR 187 (US 331N)		CR 2A	0.04	S 2		_			5.0 0.0					N S			0 0.		0	2.16	В	4.20	D	
70.0 SR 187 (US 331N) 71.0 SR 187 (US 331N)	OK-WL MPA Boundary(North of Bob McCaskill Drive)	CR 2A	8.54	N 2		3,200 <sup>5</sup> 3,896 <sup>4</sup>			5.0 0.0			26.8 3.		N S			0 0.		0	2.51	С	3.71	D	
	CR 2A	Webster Lane	9.19	S 2		3,090			5.0 0.0			26.8 3.		N S			0 0.		0	2.51	С	3.71	D	
71.0 SR 187 (US 331N)	CR 2A	Webster Lane	9.19	N 2		3,896 4			4.5 0.0	32.0		25.3 3.		N S			0 0.		0	3.34	С	4.32	D	
71.1 SR 187 (US 331N)	Webster Lane	Alabama State Line	1.70	S 2		3,896 5			4.5 0.0	32.0		25.3 3.		N S			0 0.		n	3.34	C	4.32	D	
71.1 SR 187 (US 331N)	Webster Lane	Alabama State Line	1.70	5 Z	-	3,896 5			0.0 0.0	25.0	0	13.0 4.		N C			100 5.		6	4.58	F	3.91	D	
72.0 SR 188	SR 189/ Beal Parkway	SR85/ Eglin Parkway	2.58	W 4	_	9,000 4			0.0 0.0	25.0	0	13.0 4.		N C			100 5.		6	4.58	F	3.91	D	
72.0 SR 188	SR 189/ Beal Parkway	SR85/ Eglin Parkway	2.50	N 4	-	9,000 4			0.0 0.0	23.5	0	12.5 4.		N C			100 6.		0	4.88	F	4.28	D	
73.0 SR 189	SR 188/ Racetrack Road	Roberts Boulevard	1.32	N 4	-	1,414 4	45		0.0 0.0	23.5	0	12.5 4.		N C			100 6.		0	4.88		4.28	D	
73.0 SR 189	SR 188/ Racetrack Road	Roberts Boulevard	1.32	N 4	-	1,414 <sup>4</sup>			4.5 0.0	28.0		25.0 4.		N S			100 5.		1	3.56	D	3.35	С	
73.1 SR 189	Roberts Boulevard	Mooney Road	0.76		3	1,414				28.0		25.0 4.		N S					4	3.56	D	-	E	
73.1 SR 189	Roberts Boulevard	Mooney Road	0.70	S 4 N 4		1,414 <sup>4</sup>	45 55			29.0		25.0 4.		N S			0 0.		1 4	4.07	D	5.34 5.45	E	
74.0 SR 189	Mooney Road	SR 85	3.00			6,550 5								N S					1	1	D	-		
74.0 SR 189	Mooney Road	SR 85	3.00	S 4		6,550 5		16.0				25.0 3.					0 0.		1	4.07	_	5.45	E	Di sa jat
75.0 SR 189	SR 85	Eglin Boulevard/ SR 397	0.51	N 4	- '	1,300 4			4.0 0.0			24.0 3.		N S			0 0.		1	3.28	С	4.13	D	BL on int. approach
75.0 SR 189	SR 85	Eglin Boulevard/ SR 397	0.01	S 4		1,300 4			4.0 0.0			24.0 3.		N S			0 0.		1	3.28	С	4.13	D	
76.0 SR 189	SR 30/ US98	CR 2390	0.50	N 4	,	6,100				55.0	0	11.0 4.		N C			100 6.		1	4.17	D	3.09	С	
76.0 SR 189	SR 30/ US98	CR 2390	0.50	S 4		6,100			0.0 0.0		0	11.0 4.		N C			100 6.		1	4.17	D	3.09	С	
76.1 SR 189	CR 2390	C 85-A/ Yacht Club Drive	0.74	N 4		6,100			0.0 0.0	60.0	0	13.5 4.		N C			100 5.		2	3.87	D	2.75	С	
76.1 SR 189	CR 2390	C 85-A/ Yacht Club Drive	0.74	S 4		6,100				60.0	0	13.5 4.		N C			100 5.		2	3.87	D	2.75	С	
77.0 SR 189	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street	1.55	E 4	- 2	6,000 4			0.0 0.0		0	13.5 4.		N C			100 5.		1	4.33	D	3.56	D	buffer is highly variable
77.0 SR 189	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street		W 4		6,000 4			0.0 0.0	60.0	0	13.5 4.		N C			100 5.		1	4.33	D	3.56	D	
78.0 SR 189	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	1.47	N 4	-	5,000			0.0 0.0		0	13.5 4.		N C			100 5.		4	5.21	Е	5.02	E	asphalt buffer
78.0 SR 189	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	1.47	S 4	D 4	5,000 5	45	13.5	0.0 0.0	25.5	0	13.5 4.	.0 -	N C	4.0	0	10 6.	.0 1	4	5.21	E	6.22	F	





							т т		Total	T	1				Tree				1	1			
				Dir.			Post.	Width	h of Pvmt	Occ.			Bike	Buff.	Spcg.	Swall		Signals	Bicyc		Pede		
Seg_ID Road Name	From	То	_	of Lanes		Tks. (HV)	'	Pavem W <sub>t</sub> W					Lane Cros Mark Sec	s Width	in % with			per Seg.	LOS Score	S Grade	LC Value		Comments
			(mi)	#	7.5.	(%)		(ft) (ft	ft) (ft) (ft)	(%)		15) (15)			(ft/ctr)	(ft)	(1,2,3)	oog.		(AF)	(17)	(AF)	
79.0 SR 189	SR 4/ Georgia Avenue	Alabama State Line	14.41	N 2	U 2,650	5	60	16.5 5.	0.0 33.0	0	30.4	4.0 4.0	N S	0.0	0 0	0.0	3	1	1.45	Α	4.37	D	
79.0 SR 189	SR 4/ Georgia Avenue	Alabama State Line	14.41	S 2	U 2,650	5	60	16.5 5.	0.0 33.0	0	30.4	4.0 4.0	N S	0.0	0 0	0.0	3	1	1.45	Α	4.37	D	
80.0 SR 190	SR 85	SR397/ John Sims Parkway	1.22	E 2	U 3,450	2	35	16.0 4.	.0 0.0 32.0	0	25.7	4.0 4.0	N S	0.0	0 0	0.0	3	0	1.64	В	3.55	D	shoulder width varies somewhat
80.0 SR 190	SR 85	SR397/ John Sims Parkway	1.22	W 2	U 3,450	2	35	16.0 4.	.0 0.0 32.0	0	25.7	4.0 4.0	N S	24.0	0 70	5.0	3	0	1.64	В	2.37	В	
81.0 SR 20	Okaloosa County Line	Eagle Creek	1.50	E 2	U 5,200	4	55	16.0 4.	.5 0.0 32.0	0	25.0	3.5 3.5	N S	0.0	0 0	0.0	3	0	3.20	С	4.48	D	some shoulder debris
81.0 SR 20	Okaloosa County Line	Eagle Creek	1.50	W 2	U 5,200	4	55	16.0 4.	.5 0.0 32.0	0	25.0	3.5 3.5	N S	0.0	0 0	0.0	3	0	3.20	С	4.48	D	
82.0 SR 20	Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)	3.15	E 2	U 5,200	3	45	16.0 4.	.5 0.0 32.0	0	25.0	3.5 3.5	N S	0.0	0 0	0.0	3	0	2.68	С	4.08	D	
82.0 SR 20	Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)	3.15	W 2	U 5,200	3	45	16.0 4.	.5 0.0 32.0	0	25.0	3.5 3.5	N S	0.0	0 0	0.0	3	0	2.68	С	4.08	D	
83.0 SR 20	OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou	4.42	E 2	U 5,200	7	55	16.5 4.	.5 0.0 33.0	0	25.5	3.5 3.5	N S	0.0	0 0	0.0	3	0	4.13	D	4.44	D	
83.0 SR 20	OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou	4.42	W 2	U 5,200	7	55	16.5 4.	.5 0.0 33.0	0	25.5	3.5 3.5	N S	0.0	0 0	0.0	3	0	4.13	D	4.44	D	
84.0 SR 20	Basin Bayou	CR 83A West end	5.56	E 2	U 4,700	5	60	16.0 4.	.5 0.0 32.0	0	25.0	3.5 3.5	N S	0.0	0 0	0.0	2	0	3.62	D	4.65	E	
84.0 SR 20	Basin Bayou	CR 83A West end	5.56	W 2	U 4,700	5	60	16.0 4.	.5 0.0 32.0	0	25.0	3.5 3.5	N S	0.0	0 0	0.0	2	0	3.62	D	4.65	E	
85.0 SR 20	CR 83A West end	US 331N/ North Madision Street	2.11	E 2	U 4,700	4	45	16.5 4.	.5 0.0 33.0	0	25.5	4.0 4.0	N S	0.0	0 0	0.0	3	0	2.68	С	3.98	D	speed is avg.
85.0 SR 20	CR 83A West end	US 331N/ North Madision Street	2.11	W 2	U 4,700	4	45	16.5 4.	.5 0.0 33.0	0	25.5	4.0 4.0	N S	0.0	0 0	0.0	3	0	2.68	С	3.98	D	
86.0 SR 20	US 331N/ North Madision Street	US 331S/ SR 83	1.01	E 2	U 7,400	6	40	16.0 4.	.0 0.0 31.0	0	24.0	4.5 4.5	N S	0.0	0 20	6.0	3	1	3.60	D	3.94	D	speed is avg.; TWLTL in town (west end); BL on approach to 331
86.0 SR 20	US 331N/ North Madision Street	US 331S/ SR 83	1.01	W 2	U 7,400	6	40	15.0 2.	.5 0.0 31.0	0	20.0	4.5 4.5	N S	2.0	0 100	5.0	3	1	4.07	D	3.05	С	RPMs to the right of edge line (true WI is 3 ft.)
87.0 SR 20	US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary)	14.25	E 2	U 4,800	5	60	16.5 4.	.5 0.0 33.0	0	25.5	4.5 4.5	N S	0.0	0 0	0.0	3	1	3.26	С	4.62	E	Designated BL on approach to 301
87.0 SR 20	US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary)	14.25	W 2	U 4,800	5	60	16.5 4.	.5 0.0 33.0	0	25.5	4.5 4.5	N S	0.0	0 0	0.0	3	1	3.26	С	4.62	Е	
88.0 SR 20	SR 85N	0.32 mi east of SR 85N	0.31	E 6	D 46,000	-	35	16.0 4.	.0 0.0 39.0	0	24.0	4.5 4.5	Y C	3.0	0 100	5.0	1	1	3.55	D	3.79	D	
88.0 SR 20	SR 85N	0.32 mi east of SR 85N	0.31	W 6	D 46,000	-	35	16.0 4.	.0 0.0 39.0	0	24.0	4.5 4.5	Y C	3.0	0 100	5.0	1	1	3.55	D	3.79	D	
89.0 SR 20	.32 mi East of SR 85N	SR 285/ Partin Drive	0.47	E 6	S 46.000	5	35	11.5 0.	.0 0.0 77.0	0	11.5	5.0 -	N C	4.0	0 100	5.0	3	1	4.83	Е	3.90	D	
89.0 SR 20	.32 mi East of SR 85N	SR 285/ Partin Drive	0.47	W 6	S 46.000	-	35	11.5 0.	.0 0.0 77.0	0	11.5	5.0 -	N C	4.0	0 100	5.0	3	1	4.83	Е	3.90	D	
90.0 SR 20	SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard	0.79	E 4	D 37.875		35	13.0 0.	.0 0.0 24.0	0	13.0	4.0 -	N C	2.0	0 100	5.0	1	3	4.69	Е	4.36	D	
90.0 SR 20	SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard	0.79	W 4	D 37,875		35	13.0 0.	.0 0.0 24.0	0	13.0	4.0 -	N C	2.0	0 100	5.0	1	3	4.69	Е	4.36	D	
90.1 SR 20	Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	1.81	E 4	D 37,875		45	13.0 0.	.0 0.0 24.0	0	13.0	4.0 -	N C	4.0	0 95	5.0	1	3	4.92	Е	4.67	Е	bike lane approaching end
90.1 SR 20	Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	1.81	W 4	D 37,875		45	13.0 0.	.0 0.0 24.0	0	13.0	4.0 -	N C	8.0	0 40	5.0	1	3	4.92	Е	5.39	E	
91.0 SR 20	N end of Rocky Bayou bridge	S end of Rocky Bayou bridge	0.26	E 4	D 34,250		45	18.5 7.	.5 0.0 35.5	0	33.5	4.5 4.5	Y C	0.0	0 0	0.0	3	0	2.23	В	5.32	E	wider shoulder on EB span
91.0 SR 20	N end of Rocky Bayou bridge	S end of Rocky Bayou bridge		W 4	D 34,250		45	18.5 7.	.5 0.0 35.5	0	33.5	4.5 4.5	Y C	0.0	0 100	4.5	3	0	2.23	В	4.40	D	
91.1 SR 20	S end of Rocky Bayou bridge	SR 293/ White Point Road	2.16	E 4	D 34,250		45	15.0 4.	.0 0.0 26.0	0	23.0	4.5 4.5	Y C	0.0	0 80	6.0	3	4	3.81	D	4.62	E	
91.1 SR 20	S end of Rocky Bayou bridge	SR 293/ White Point Road		W 4	D 34,250		45	15.0 4.	.0 0.0 26.0	0	23.0	4.5 4.5	Y C	0.0	0 60	6.0	3	4	3.81	D	4.86	E	
92.0 SR 20	SR 293/ White Point Road	1000 ft. W of Walton County Line	1.35	E 4	D 8,500		45	15.0 4.	.0 0.0 26.0	0	23.0	4.5 4.5	Y C	0.0	0 100	6.0	3	2	2.55	С	2.84	С	
92.0 SR 20	SR 293/ White Point Road	1000 ft. W of Walton County Line		W 4		_	45	15.0 4.	.0 0.0 26.0	0	23.0	4.5 4.5	Y C	0.0	0 100	6.0	3	2	2.55	С	2.84	С	
92.1 SR 20	1000 ft. W of Walton County Line	Walton County Line	0.19	E 2	U 8,500		_		.5 0.0 32.0		25.0	3.5 3.5	N S		0 0		2	0	3.55	D	4.88	E	
92.1 SR 20	1000 ft. W of Walton County Line	Walton County Line Walton County Line			U 8,500				.5 0.0 32.0			3.5 3.5	N S		0 0	0.0	2	0	3.55	D	4.88	E	
93.0 SR 285	SR 20	Swift Creek Bridge (South end)	1.06		S 8,000	_	_		.0 0.0 60.0		13.5	4.5 -	N C		0 100		1	2	3.39	С	2.78	С	change ID number
93.0 SR 285	SR 20	Swift Creek Bridge (South end)			S 8,000	_			.0 0.0 60.0	_	13.5		N C	5.0	0 90			2	3.39	С	2.92	С	change ID number
		, , , ,	1.00	N 4		_			.0 0.0 60.0		13.5		N C		0 100			1	3.31	С	2.74	С	change ID number
94.0 SR 285	Swift Creek Bridge (South end)	College Boulevard, OK-WL Urbanized Area Boundary	0.74	S 4	S 7,300				.0 0.0 60.0		13.5		N C		0 0	0.0		1	3.31	С	4.10		change ID number
94.0 SR 285	Swift Creek Bridge (South end)	College Boulevard. OK-WL Urbanized Area Boundary Walton County Line	9.33	N 2	U 5,400	-	_	16.0 4.			25.0		N S	0.0	0 0	0.0	3	1	4.09		4.73	E	
95.0 SR 285	College Boulevard/ OK-WL Urbanized Area Boundary			S 2				16.0 4.			25.0		N S	0.0	0 0	0.0		1	4.09	D	4.73	E	
95.0 SR 285	College Boulevard/ OK-WL Urbanized Area Boundary	Walton County Line Green Acres Drive	9.33	N 2	U 5,400	_		16.5 5.			26.5		N S	0.0	0 0	0.0	3	0	3.97	D	4.68	E	change ID number
96.0 SR 285	Okaloosa County Line			S 2	U 5,250			16.5 5.		0	26.5		N S	0.0	0 0	0.0	3	0	3.97	D	4.68	E	change ID number
96.0 SR 285	Okaloosa County Line	Green Acres Drive	6.03	N 4	D 5,250			16.5 5.			30.5		N S	0.0	0 0	0.0	3	0	1.55	В	3.74	D	chevrons through interchange
96.1 SR 285	Green Acres Drive	SR 10/ US 90	0.71	S 4	D 5,250		-	16.5 5.		0	30.5		N S	0.0	0 0	0.0	3	0	1.55	B	3.74	D	chevrons through interchange
96.1 SR 285	Green Acres Drive	SR 10/ US 90	0.71	N 4	D 5,250			16.0 4.			24.0		N C		0 100		_	2	3.33	C	3.09	С	S. STOID HIDDEN HIGH MAINE
97.0 SR 293	US98 (SR30)	Mid-Bay Bridge (South approach)	0.98	S 4	D 19,700			16.0 4.			24.0		N C		0 100		1	2	3.33	С	3.47	С	
97.0 SR 293	US98 (SR30)	Mid-Bay Bridge (South approach)	0.98	N 2	19,700	_	-	20.0 8.				5.0 5.0	N C	0.0	0 0	0.0	3	0	2.16	р	6.00	F	expansion joints on bridge are wide and not bike-friendly
98.0 SR 293	Mid-Bay Bridge (South approach)	Toll Plaza	3.79	S 2	20,300	_	_	20.0 8.		_	36.0		N C		0 0		3	0	2.16	B	6.00	F.	expansion joints on bridge are wide and not bixe-inerially
98.0 SR 293	Mid-Bay Bridge (South approach)	Toll Plaza	3.79	N 2	20,300	,		15.0 4.			23.0		N S	0.0	0 0	0.0	3	1	3.76	D	5.64	· -	
98.1 White Point Road	Olde Post Road	SR 20	1.51	N 2	20,300			15.0 4.			23.0		N C	0.0	0 100		3	1	3.76	D		r D	
98.1 White Point Road	Olde Post Road	SR 20	1.51		20,300	_	_				27.0		N C				3	1			4.44	D	finishing a requirement of
99.0 SR 30 (US 98)	Santa Rosa County Line	Hurlburt Field Gate	5.85		D 36,702	_			0.0 0.0 29.0 0.0 0.0 29.0	_	27.0		N S	0.0	0 0	0.0	1	2	3.66	D D	5.98	F	finishing a resurfacing project
99.0 SR 30 (US 98)	Santa Rosa County Line	Hurlburt Field Gate	5.85		36,702						27.0				0 0		1	4	3.66		5.98	-	finishing a requirement are least
100.0 SR 30 (US 98)	Hurlburt Field Gate	Mary Esther Drive	1.30	E 4	30,000		_		0.0 29.0							0.0	1	1	3.12	С	5.18	E	finishing a resurfacing project
100.0 SR 30 (US 98)	Hurlburt Field Gate	Mary Esther Drive	1.00	W 4	_				0.0 29.0		27.0		N S		0 0	0.0	1	1	3.12	С	5.18	E	
100.1 SR 30 (US 98)	Mary Esther Drive	SR 393/ Mary Esther Blvd	1.44	E 4	D 30,000	4	40	12.0 0.	.0 0.0 24.0	0	12.0	4.5 -	N C	4.0	0 100	5.0	1	3	4.72	E	4.00	D	





			1 1					1	Tot	al					Tree				П		Т		T
	_	_		Dir.			Post		idth of Pvi	nt Oc		_	Bike	Buff.	Spcg.		walk Roa			cycle	Pede		
Seg_ID Road Name	From	То		of Lane Sur. Th		Tk:			vement Wid			Pavecon PC <sub>t</sub> PC <sub>i</sub>	Lane Cro	ss Width c. (BW)			vidth Prof Ws) Con	1 -	Score	OS Grade	Value		Comments
			(mi)	#		(%	(a) mph	ı (ft)	(ft) (ft) (ft	) (%	6)	(15) (15)	(Y/N) (C/	S) (ft)	(ft/ctr)		(ft) (1,2,		(17)		(17)	(AF)	
100.1 SR 30 (US 98)	Mary Esther Drive	SR 393/ Mary Esther Blvd	1.44	W 4	3,	0,000 4						4.5 -	N C		0		5.0 1	3	4.72	E _	4.00	D	
101.0 SR 30 (US 98)	SR 393/ Mary Esther Boulevard	SR 189	2.56	E 4	31	0,167 4	40					4.5 -	N C				5.0 1	3	4.73	E	4.01	D	short TWLTL east end; paved over gutter pan
101.0 SR 30 (US 98)	SR 393/ Mary Esther Boulevard	SR 189	2.50	W 4		0,167 4	40		0.0 0.0 24			4.5 -	N C		-		5.0 1	3	4.73	E	4.01	D	and the second s
101.1 SR 30 (US 98)	SR 189	Western Leg SR 85	0.10	E 4		0,167 4	30					4.0 -	N C		-		7.0 1	1	4.51	E	3.70	D	narrow painted median; a couple of parking stalls EB
101.1 SR 30 (US 98)	SR 189	Western Leg SR 85	0.10	W 4		0,167 4	30					4.0 -	N C				7.0 1	1	4.51	E	3.70	D	and advantage
101.2 SR 30 (US 98)	Western Leg SR 85	Eastern Leg SR 85/Florida Place	0.27	E 4		0,167 4			7.5 0.0 63			4.0 4.0	N C		_		5.0 1	1	2.39	В	2.89	С	curb extensions
101.2 SR 30 (US 98)	Western Leg SR 85	Eastern Leg SR 85/Florida Place	0.27	W 4		0,167 4			7.5 0.0 63			4.0 4.0	N C		_		5.0 1	1	2.39	В	2.89 4.13	С	drain inlete in choulder
102.0 SR 30 (US 98)	Eastern Leg SR 85/Florida Place	Perry Avenue	0.10	E 4		0,106	i 30 i 30		0.0 0.0 44 0.0 0.0 44			4.0 -	N C		-		5.0 1 5.0 1	1	5.04	E	4.13	D E	drain inlets in shoulder
102.0 SR 30 (US 98)	Eastern Leg SR 85/Florida Place	Perry Avenue	0.10	W 4		0,106 5						3.5 3.5	N C		_			1	-	E	5.62		drain inlete in choulder
102.1 SR 30 (US 98)	Perry Avenue	Santa Rosa Boulevard	0.54	E 4		0,106 5	30					3.5 3.5	N C		0		4.0 3 4.0 3	1	4.83	E	4.52	E	drain inlets in shoulder
102.1 SR 30 (US 98)	Perry Avenue	Santa Rosa Boulevard	0.54	F 4		0,106						5.0 -	N C				5.0 1	1	4.91	E	3.82	D	12' TWLTL
102.2 SR 30 (US 98)	Santa Rosa Boulevard	Pier Road	0.34	W 4		0,106 5						5.0 -	N C		-		5.0 1	1	4.91	E	4.65	E	12 TWEIL
102.2 SR 30 (US 98)	Santa Rosa Boulevard	Pier Road	0.54	F 4	Б	0,100	35		4.0 0.0 28			5.0 5.0	N S	20.0	_		5.0 1	1	3.63	D	3.94	D	
102.3 SR 30 (US 98)	Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is	0.19	W 4	Б	0,106 5			4.0 0.0 28			5.0 5.0	N S				5.0 1	1	3.63	D	4.26	D	
102.3 SR 30 (US 98)	Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is	0.19	VV 4		0,100	55		4.0 0.0 28				N S	0.0	0		0.0 1	0	3.99	D	5.92		under construction, verify info w/ EDOT: plattion of WR shoulder 11!
103.0 SR 30 (US 98)	Military Boundary	East Pass Bridge	4.06	E 4	Б	4,500 5	55		4.0 0.0 28			5.0 5.0	N S	0.0	0		0.0 1	0	3.99	D	5.92	г _	under construction - verify info w/ FDOT; p[ortion of WB shoulder 11'
103.0 SR 30 (US 98)	Military Boundary	East Pass Bridge	4.06	VV 4	Б	4,500							N C				0.0 1	0	1.44	A	5.92		dobrio on abouldor
104.0 SR 30 (US 98)	East Pass Bridge (West end)	Calhoun Avenue	0.65	W 4	Б	0,500							N C		0				1.44	A	4	D	debris on shoulder
104.0 SR 30 (US 98)	East Pass Bridge (West end)	Calhoun Avenue	0.65	VV 4	_	0,500	35		10.0 0.0 40 0.0 0.0 24			4.0 3.0	N C				5.0 3 6.0 1	0	5.01	E	4.29 4.50	D	jersey barrier separating SW
104.1 SR 30 (US 98)	Calhoun Avenue	Gulf Shore Drive	2.00		Б	0,500 5															1		
104.1 SR 30 (US 98)	Calhoun Avenue	Gulf Shore Drive	2.00	W 4	Б	0,500 5			0.0 0.0 24			4.0 -	N C				6.0 1	4	5.01	E	4.50	D	
105.0 SR 30 (US 98)	Gulf Shore Drive	Emerald Coast Parkway/ Old US98	1.04	E 4	_	7,000	45					4.0 -	N C		0			2	5.36	E	5.21	E	
105.0 SR 30 (US 98)	Gulf Shore Drive	Emerald Coast Parkway/ Old US98	1.04	W 4	Б	7,000 5						4.0 -					6.0 1	2	5.36	E	5.21	E	Di serada de dishtikan lanca
106.0 SR 30 (US 98)	Emerald Coast Parkway/ Old US98	Matthew Blvd	2.03	E 4		1,500	45		3.5 0.0 27			4.5 4.5	N S				5.0 3	3	4.26	D	4.17	D	BL marked at right turn lanes
106.0 SR 30 (US 98)	Emerald Coast Parkway/ Old US98	Matthew Blvd	2.03	W 4		1,500 5	45					4.5 4.5	N S		-		5.0 3	3	4.26	D	5.94	F _	
107.0 SR 30 (US 98)	Matthew Blvd	Kel-Wen Circle	0.80	E 6		1,500 5		15.5				4.0 4.0	N S		-		5.0 3	3	4.06	D	4.70	E	
107.0 SR 30 (US 98)	Matthew Blvd	Kel-Wen Circle	0.00	W 6	- 4	1,500			3.5 0.0 39			4.0 4.0	N S				5.0 3	3	4.06	D	4.86	E	
107.1 SR 30 (US 98)	Kel-Wen Circle	Walton County Line	1.22	E 4		1,500 5			3.5 0.0 28			4.0 4.0	N S		-		0.0 3	1	4.27	D	5.98	-	
107.1 SR 30 (US 98)	Kel-Wen Circle	Walton County Line	1.22	W 4		1,500 5	45		3.5 0.0 28			4.0 4.0	N S		-		0.0 3	1	4.27	D	5.98	-	
108.0 SR 30 (US 98)	Okaloosa County Line	Old US 98/ SR 30	3.13	E 4	7.	3,850 6	55		3.5 0.0 27			4.0 4.0	N S				5.0 3	3	4.78	E _	6.12	F	
108.0 SR 30 (US 98)	Okaloosa County Line	Old US 98/ SR 30	3.13	W 4	4,	3,850 6	55		3.5 0.0 27			4.0 4.0	N S		_		5.0 3	3	4.78	Ε .	6.04	F	
109.0 SR 30 (US 98)	Old US 98/ SR 30/ Gulf Pines Rd	600 ft. W of Baytown Avenue	1.51	E 6	3.	9,000 4			4.5 0.0 89			4.0 4.0	Y C		-		6.0 1	2	3.47	С	3.85	D	divided section at W end
109.0 SR 30 (US 98)	Old US 98/ SR 30/ Gulf Pines Rd	600 ft. W of Baytown Avenue	1.51	W 6	3.	9,000 4			4.5 0.0 89			4.0 4.0	Y C				6.0 1	2	3.47	С	3.85	D	
109.1 SR 30 (US 98)	600 ft. W of Baytown Avenue	1000 ft. W of Sandestin Lane	0.48	E 6	3.	9,000 4			0.0 0.0 36			4.0 -	N C		_		6.0 1	1	4.52	E	3.90	D	
109.1 SR 30 (US 98)	600 ft. W of Baytown Avenue	1000 ft. W of Sandestin Lane	0.40	W 6	0.	9,000 4			0.0 0.0 36			4.0 -	N C		-		6.0 1	1	4.52	E	3.90	D	
109.2 SR 30 (US 98)	1000 ft. W of Sandestin Lane	Mack Bayou Road	0.57	E 6	3,	9,000 4			4.5 0.0 37			4.0 4.0	Y C		-		6.0 1	2	3.47	С	3.85	D	
109.2 SR 30 (US 98)	1000 ft. W of Sandestin Lane	Mack Bayou Road		W 6		9,000 4			4.5 0.0 37			4.0 4.0	Y C		-		6.0 1	2	3.47	С	3.85	D	
110.0 SR 30 (US 98)	Mack Bayou Road	CR 30A	1.74	E 4	D 3	5,750 5			5.0 0.0 29			4.5 4.5					6.0 3	3	3.65	D	5.70	F	
110.0 SR 30 (US 98)	Mack Bayou Road	CR 30A	1.74	W 4	D 3	5,750 5			5.0 0.0 29			4.5 4.5	N S		0		5.0 3	3	3.65	D	5.53	F	
111.0 SR 30 (US 98)	CR 30A (West end)	FHWA Boundary (East of CR 30A)	0.27	E 4	D 24	4,000			5.0 0.0 30			4.5 4.5	N S				0.0 3	1	6.27	F	5.29	E	TPW includes inside shoulder
111.0 SR 30 (US 98)	CR 30A (West end)	FHWA Boundary (East of CR 30A)	0.27	W 4	D 24	4,000			5.0 0.0 30			4.5 4.5	N S		0		0.0 3	1	6.27	F	5.29	E	
112.0 SR 30 (US 98)	OK-WL FHWA Boundary (East of CR 30A)	Thompson Road/Bishop-Tolbert Road	1.50	E 4	D 24	4,000			5.0 0.0 30			4.5 4.5	N S		0		0.0 3	0	6.27	F	5.29	E	
112.0 SR 30 (US 98)	OK-WL FHWA Boundary (East of CR 30A)	Thompson Road/Bishop-Tolbert Road	1.50	W 4	D 24	4,000			5.0 0.0 30			4.5 4.5	N S				5.0 3	0	6.27	F	4.95	E	
112.1 SR 30 (US 98)	Thompson Road/Bishop-Tolbert Road	CR 393	1.01	E 4	D 24	4,000			3.5 0.0 27			4.5 4.5	Y C		0		5.0 3	0	5.52	F	3.74	D	
112.1 SR 30 (US 98)	Thompson Road/Bishop-Tolbert Road	CR 393	1.01	W 4	D 24	4,000			3.5 0.0 27			4.5 4.5	Y C		-		6.0 3	0	5.52	F	3.74	D	
113.0 SR 30 (US 98)	CR 393	Veterans Road	0.51	E 4		1,500			3.5 0.0 27			4.5 4.5	Y C		-		5.0 3	1	5.46	Е	3.59	D	
113.0 SR 30 (US 98)	CR 393	Veterans Road	0.51	W 4		1,500			3.5 0.0 27			4.5 4.5	Y C				6.0 3	1	5.46	Е	3.59	D	
113.1 SR 30 (US 98)	Veterans Road	US 331/SR 83	2.41	E 4		1,500			4.5 0.0 30			4.5 4.5	N S				0.0 3	1	6.32	F	5.14	E	speed is avg.
113.1 SR 30 (US 98)	Veterans Road	US 331/SR 83	2.77	W 4		1,500			4.5 0.0 30			4.5 4.5	N S		-		0.0 3	1	6.32	F	5.14	Е	
114.0 SR 30 (US 98)	US 331/ SR 83	CR 395	3.03	E 4	- ''	6,650			5.0 0.0 30				N S				0.0 3	2	5.02	Е	4.78	E	
114.0 SR 30 (US 98)	US 331/ SR 83	CR 395	3.03	W 4	- "	6,650			5.0 0.0 30			4.5 4.5	N S				0.0 3	2	5.02	Е	4.78	E	
115.0 SR 30 (US 98)	CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)	0.02	E 4		2,250			5.0 0.0 30				N S		-		0.0 3	1	5.10	Е	5.00	Е	
115.0 SR 30 (US 98)	CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)		W 4		2,250			5.0 0.0 30			4.5 4.5	N S				0.0 3	1	5.10	Е	5.00	E	
116.0 SR 30 (US 98)	Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive	1.20	E 4	- "	0,200 4	_		5.0 0.0 30			4.5 4.5	N S		-		0.0 3	0	2.47	В	3.99	D	
116.0 SR 30 (US 98)	Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive	1.26	W 4	D 10	0,200 4	45	17.0	5.0 0.0 30	0 0	27.0	4.5 4.5	N S	0.0	0	0	0.0 3	0	2.47	В	3.99	D	





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		_		Dir.	<b>4</b> .)		Post		idth of P	/mt (	Occ.	_	Bike	Buff.	Spcg.		alk Road	Signals	Bicyc		Pede		
Seg_ID Road	Name From	То		of Lane Sur. Th			s. Spd V) (SP <sub>p</sub>		Vement William		Park. OSPA)	Pavecon PCt PCi	Lane Cro	c. (BW)			dth Profile (s) Cond	-	LOS Score		Value Value		Comments
			(mi)	#		(%	(a) mph	h (ft)	(ft) (ft) (	ft)	(%)	(15) (15)	(Y/N) (C	S) (ft)	(ft/ctr)	(1	(1,2,3)		(17)	(AF)	(17)	(AF)	
116.1 SR 30 (US 98)	Shore Drive	Bay County Line (OK-WL MPA Boundary)	1.10	E 4		0,200 4					0 24.0		Υ (		0		.0 3	1	2.89	С	2.90	С	
116.1 SR 30 (US 98)		Bay County Line (OK-WL MPA Boundary)	1.10	W 4	'	0,200	45		4.0 0.0 2			4.5 4.5	Y (				.0 3	1	2.89	С	2.90	С	
117.0 SR 393	US 98/ SR 30	Anchors Street	0.67	N 4		8,100	45		0.0 0.0 2			4.5 -	N (				.0 1	4	4.44	D	3.46	С	
117.0 SR 393	US 98/ SR 30	Anchors Street	0.07	S 4		8,100	45		0.0 0.0 2			4.5 -	N C				.0 1	4	4.44	D	3.46	С	
118.0 SR 393	Anchors Street	SR 189/ Beal Parkway	0.57	N 4	D 2	7,250				4.0		4.5 -	N (				.5 1	6	4.65	E	3.99	D	
118.0 SR 393	Anchors Street	SR 189/ Beal Parkway	0.57	S 4		7,250			0.0 0.0 2			4.5 -	N (				.0 1	6	4.65	E	3.97	D	
119.0 SR 397	SR 85	Eglin West Gate	0.50	N 4		1,500			4.5 0.0 2			4.0 4.0	N S				.0 3	1	3.06	С	4.15	D	
119.0 SR 397	SR 85	Eglin West Gate	0.90	S 4		1,500		16.0				4.0 4.0	N S				.0 3	0	3.06	С	4.15	D	
120.0 SR 397	Eglin Gate	S end of bridge	0.01	N 4	'	8,950			3.5 0.0 2			4.0 4.0	N S				.0 3	0	3.61	D	2.92	С	
120.0 SR 397	Eglin Gate	S end of bridge	0.01	S 4		8,950			3.5 0.0 2			4.0 4.0	N S				.0 3	0	3.61	D	3.01	С	bridge CNV behind bossies
120.1 SR 397	S end of bridge	Bayshore Drive	0.18	N 4	- '	8,950				6.0		4.0 4.0	N C		0		.0 3	0	3.98	D	3.53	D	bridge ; SW behind barrier
120.1 SR 397	S end of bridge	Bayshore Drive	0.16	S 4	_ '	8,950		14.0				4.0 4.0	N (		0		.0 3	0	3.98	D	3.53	D	interestitant analysis staller to office in south at
120.2 SR 397	Bayshore Drive	SR 190/ Broadway Avenue	0.41	N 4	D .	8,950		22.0				4.5 4.5	N C		0		.0 1	0	0.36	A	2.97	С	intermittent parking stalls; buffer is asphalt
120.2 SR 397	Bayshore Drive	SR 190/ Broadway Avenue	0.41	5 4	-	8,950		22.0		3.0	0 38.0		N (		0		.0 1	0	0.36	Α	2.97	С	
121.0 SR 397	SR 190	SR 85	0.87	N 4	-	4,500		21.5				4.5 4.5	N C		0		.0 1	2	1.29	A	3.23	С	
121.0 SR 397	SR 190	SR 85	0.87	S 4		4,500 4		21.5		2.5	0 34.5		N C	5.0	0		.0 1	2	1.29	A	3.23	С	5000 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
122.0 SR 4	Santa Rosa County Line	SR 189	8.12	E 2		1,550	55			3.0	0 33.5		N S		0		.0 3	1	0.00	A	4.00	D	includes bridge w/ no shoulder
122.0 SR 4	Santa Rosa County Line	SR 189	8.12	vv 2	U	1,550	55					4.0 4.0	N S	0.0	0		.0 3	1	0.00	Α	4.00	D	
123.0 SR 4	SR 189	US 90/ SR 10	4.59	N 2	U	7,800				-		5.0 5.0	N S				.0 3	1	3.50	С	4.38	D	shoulders under construction - check w/ FDOT
123.0 SR 4	SR 189	US 90/ SR 10	4.59	S 2	U	7,800						5.0 5.0	N S				.0 3	1	3.50	С	4.38	D	
124.0 SR 81	SR 20	OK-WL MPA Boundary	1.39	N 2	U	2,100						4.5 4.5	N S				.0 3	0	0.62	A	4.07	D	
124.0 SR 81	SR 20	OK-WL MPA Boundary	1.39	S 2	U	2,100			5.0 0.0 3			4.5 4.5	N S				.0 3	0	0.62	Α	4.07	D	
125.0 SR 81	OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183	11.71	N 2	U	2,100						4.5 4.5	N S				.0 3	0	0.62	Α	4.07	D	speed drops to 45 thrpugh Red Bay
125.0 SR 81	OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183	11.71	S 2	U	2,100						4.5 4.5	N S				.0 3	0	0.62	Α	4.07	D	
126.0 SR 81	CR 183	Holmes County Line	4.77	N 2	U	2,400				-		4.5 4.5	N S				.0 3	0	1.27	Α	4.15	D	
126.0 SR 81	CR 183	Holmes County Line	4.77	S 2	U	2,400	55	16.0	4.5 0.0 3	2.0		4.5 4.5	N S				.0 3	0	1.27	Α	4.15	D	
127.0 SR 83 (US 331	IS) SR 30/ US 98	Chat Holley Road	1.04	N 4		2,200		16.0		8.0	0 25.0		Υ (				.0 1	1	4.17	D	3.02	С	
127.0 SR 83 (US 331	IS) SR 30/ US 98	Chat Holley Road	1.64	S 4	D 1	2,200			4.5 0.0 2			4.5 4.5	Y				.0 1	1	4.17	D	3.02	С	
127.1 SR 83 (US 331	(S) Chat Holley Road	Choctawatchee Bay Bridge (south end of span)	0.46	N 2	U 1	2,200				2.0		4.5 4.5	N S				.0 1	0	5.53	F	5.31	E	
127.1 SR 83 (US 331	(S) Chat Holley Road	Choctawatchee Bay Bridge (south end of span)	0.46	S 2	U 1	2,200				2.0		4.5 4.5	N S				.0 1	0	5.53	F	5.31	E	
128.0 SR 83 (US 331	(S) Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span)	1.45	N 2	U 1	1,500						4.0 4.0	N (				.0 3	0	2.58	С	4.84	E	
128.0 SR 83 (US 331	(S) Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span)	1.45	S 2	U 1	1,500						4.0 4.0	N (				.0 3	0	2.58	С	4.84	Е	
128.1 SR 83 (US 331	(S) Choctawatchee Bay Bridge (north end of span)	SR 20	0.10	N 2		1,500			4.0 0.0 3	_		4.0 4.0	N S				.0 1	1	5.70	F	5.23	E	
128.1 SR 83 (US 331	(S) Choctawatchee Bay Bridge (north end of span)	SR 20	6.15	S 2	U 1	1,500			4.0 0.0 3			4.0 4.0	N S				.0 1	1	5.70	F	5.23	E	
129.0 SR 83 (US 331	SR 20	CR 883/Madison Street	5.02	N 2	U 1	1,700			5.0 0.0 3			4.5 4.5	N S	0.0	0		.0 3	1	5.20	E	5.18	E	
129.0 SR 83 (US 331	SR 20	CR 883/Madison Street	0.02	S 2		1,700			5.0 0.0 3			4.5 4.5	N S				.0 3	1	5.20	E	5.18	E	
130.0 SR 83 (US 331	CR 833/Madison Street	I-10	9.13	N 2	U 1	1,900						4.0 4.0	N S				.0 3	1	5.62	F	5.28	E	4LD on approach to interchange
130.0 SR 83 (US 331	CR 833/Madison Street	I-10	9.13	S 2	U 1	1,900						4.0 4.0	N S		0		.0 3	1	5.62	F	5.28	E	
131.0 SR 83 (US 331	IS) I-10/ SR 8	US 90/ SR 10	2.07	N 4	D 1	6,800			0.0 0.0 2			4.0 -	N C		0		.0 1	6	5.88	F	3.59	D	shoulders on approach to interchange (chevroned through it)
131.0 SR 83 (US 331	IS) I-10/ SR 8	US 90/ SR 10	2.07	S 4	D 1	6,800				3.0		4.0 -	N (		0		.0 1	6	5.88	F	3.73	D	
132.0 SR 83 (US 331	IS) US 90/ SR 10	Burdick Avenue	2.69	N 2	S	8,050						3.5 3.5	N (				.0 1	2	4.27	D	2.76	С	
132.0 SR 83 (US 331	IS) US 90/ SR 10	Burdick Avenue	2.69	S 2	S	8,050						3.5 3.5	N (		0		.0 1	2	4.27	D	2.76	С	
132.1 SR 83 (US 331	IS) Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road)	0.28	N 2	U	8,050 7						4.0 4.0	N S		0		.0 3	0	4.20	D	4.61	E	speed is avg.
132.1 SR 83 (US 331	IS) Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road)	0.28	S 2	U	8,050 7			4.5 0.0 3			4.0 4.0	N S		0	0 0	.0 3	0	4.20	D	4.61	E	
133.0 SR 83 (US 331	(S) OK-WL MPA Boundary (North of Caswell Road)	CR 185C	4.90	N 2	U	3,178 5	55	16.0	4.0 0.0 3	2.0	0 26.5	4.5 4.5	N S	0.0	0	0 0	.0 3	0	2.24	В	4.24	D	
133.0 SR 83 (US 331	(S) OK-WL MPA Boundary (North of Caswell Road)	CR 185C	4.90	S 2	U	3,178		16.0			0 26.5	4.5 4.5	N S	0.0	0	0 0	.0 3	0	2.24	В	4.24	D	
134.0 SR 83 (US 331	(S) CR 185C	CR 181	9.70	N 2	U	1,550 5			5.0 0.0 3		0 34.4	4.5 4.5	N S	0.0	0	0 0	.0 3	0	0.00	Α	3.96	D	
134.0 SR 83 (US 331	(S) CR 185C	CR 181	9.70	S 2	U	1,550 5			5.0 0.0 3	4.0	0 34.4	4.5 4.5	N S	0.0	0	0 0	.0 3	0	0.00	Α	3.96	D	
135.0 SR 83 (US 331	IS) CR 181	Alabama State Line	1.55	N 2	U	950 4	55	17.0		-	0 36.2		N S	0.0	0	0 0	.0 3	0	0.00	Α	3.89	D	
135.0 SR 83 (US 331	IS) CR 181	Alabama State Line	1.55	S 2	U	950 4			5.0 0.0 3		0 36.2	4.5 4.5	N S				.0 3	0	0.00	Α	3.89	D	
136.0 SR 85	US 98 (SR 30)	1st Street	0.23	N 2	D	6,800			0.0 0.0 2			4.5 -	N (		<del>                                     </del>		.0 1	1	2.83	С	2.46	В	intermittent striped areas could be shoulders; everything highly variable
136.0 SR 85	US 98 (SR 30)	1st Street	0.23	S 2	D	6,800 2			0.0 0.0 2			4.5 -	N (				.0 1	1	2.83	С	2.46	В	
137.0 SR 85	US 98 (SR 30)	1st Street	0.13	N 2	U	6,100	30	13.5	0.0 0.0 4	1.5	0 13.5	3.0 -	N (	3.0	0	100 7	.0 1	1	3.67	D	2.49	В	2 lanes SB/1 lane NB
137.0 SR 85	US 98 (SR 30)	1st Street	0.13	S 4	U	6,100			0.0 0.0 4	_		3.0 -	N (	3.0	0	100 7	.0 1	1	2.42	В	2.09	В	
138.0 SR 85	1st Street	Perry Avenue	0.38	N 4	D 3	4,916 <sup>4</sup>	35	21.5	9.5 0.0 3	2.0	0 40.5	4.0 4.0	N C	3.0	0	100 7	.0 1	1	0.69	Α	3.78	D	2 lanes NB/3 lanes SB





		T							Tota	1					Tree				1		1		т
Seg_ID Road Name	From	То	Len- D	ir. of Lanes (L)		Tks.	Post. Spd.	Width of	of Pvm	t Occ.	I -	Pavecon	Bike Lane Cr	Buff.	Spcg.		walk Road			cycle .OS		estrian .OS	Comments
			(Ls) S	ur. Th Con		(HV)	(SP <sub>p</sub> )	W <sub>t</sub> W <sub>i</sub>	W <sub>ps</sub> (TPW	(OSPA	A)	PC <sub>t</sub> PC <sub>i</sub>	Mark S	ec. (BW)	Buffer	Sidewalk (	Ns) Con	i Seg.	Score	Grade	Value	Grade	-
			(mi)	# S 6 D		(%)	mph (	(ft) (ft) 1.5 1.5	(11)	(%)		<b>(15) (15)</b> 4.0 4.0	(Y/N) (C	(ft) 3.0	(ft/ctr)		(ft) (1,2,3 7.0 1	1	(17) 4.62	(AF)	(17) 3.35	(AF)	
138.0 SR 85	1st Street	Perry Avenue	0.38	N 6 S	34,916			1.5 1.0			11.5			2.0	0		7.0 1	6	4.77	F	3.92	D	SW and buffer are avg.; .3-mi section NB w/ shoulder and no SW; bridge is divided
138.1 SR 85 138.1 SR 85	Perry Avenue Perry Avenue	S end of bridge S end of bridge	1.10	S 6 S	34,916 34,916				0.0 80.0		11.5		N		0		7.0 1	6	4.77	E	3.37	С	evi dina bandi di d'argi, io nin cocción (12 m di cada), di ancio evi, binego io di nace
138.2 SR 85	S end of bridge	N end of bridge	0.21	N 6 D	34,916			6.0 2.0				3.5 3.5	N	0.0	0		2.0 1	0	4.15	D	3.89	D	WI discounted for grates; TPW includes inside shoulder
138.2 SR 85	S end of bridge	N end of bridge	0.21	S 6 D	34,916			6.0 2.0			16.0		N		0		2.0 1	0	4.15	D	3.89	D	
138.3 SR 85	N end of bridge	SR 188/ Racetrack Road/ 4th Avenue	1.10	N 6 S	34.916	,	35 1	1.5 1.0	0.0 80.0	0	11.5	3.5 3.5	N	2.0	0	100	7.0 1	3	4.77	Е	3.37	С	1
138.3 SR 85	N end of bridge	SR 188/ Racetrack Road/ 4th Avenue	1.10	S 6 S	34,916		35 1	1.5 1.0	0.0 80.0	0	11.5	3.5 3.5	N	2.0	0	100	7.0 1	3	4.77	Е	3.37	С	
139.0 SR 85	SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	0.18	N 6 S	38,500	4	40 1	3.0 1.5	5 0.0 81.0	0	13.0	3.5 3.5	N	3.5	0	90	5.0 1	4	4.77	Е	3.87	D	
139.0 SR 85	SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	0.18	S 6 S	38,500	4	40 1	3.0 1.5	0.0 81.0	0	13.0	3.5 3.5	N	3.5	0	100	5.0 1	4	4.77	Е	3.73	D	
139.1 SR 85	W end of bridge	E end of bridge	0.47	N 6 D	38,500	4	40 1	6.0 2.0	0.0 42.0	0	16.0	3.5 3.5	N	0.0	0	100	5.0 1	0	4.34	D	3.74	D	WI discounted for grates; TPW includes inside shoulder
139.1 SR 85	W end of bridge	E end of bridge	0.47	S 6 D	38,500	4	40 1	6.0 2.0	0.0 42.0	0	16.0	3.5 3.5	N	0.0	0	100	5.0 1	0	4.34	D	3.74	D	
139.2 SR 85	E end of bridge	12th Avenue	0.91	N 6 S	38,500	4	40 1	3.0 1.5	0.0 81.0	0	13.0	3.5 3.5	N	3.5	0	85	5.0 1	4	4.77	Е	3.93	D	
139.2 SR 85	E end of bridge	12th Avenue	0.91	S 6 S	38,500	4	40 1	3.0 1.5	0.0 81.0	0	13.0	3.5 3.5	N	3.5	0	100	5.0 1	4	4.77	E	3.73	D	
140.0 SR 85	12th Avenue	SR 189	1.88	N 4 D	27,900	4	45 1	6.5 5.0	0.0 29.0	0	26.5	4.0 4.0	N	3 0.0	0	0	0.0 3	1	3.29	С	5.09	E	includes lengthly divergent ramps in middle
140.0 SR 85	12th Avenue	SR 189	1.88	S 4 D	27,900	4	45 1	6.5 5.0	0.0 29.0	0	26.5	4.0 4.0	N	3 0.0	0	0	0.0 3	1	3.29	С	5.09	Е	
141.0 SR 85	SR 189	SR 190	3.00	N 4 D	28,500	5		6.0 4.0			24.0		N :				0.0 2	1	UC	UC	UC	UC	under construction from General Bond to airport - widening from 4 to 6 lanes
141.0 SR 85	SR 189	SR 190	3.00	S 4 D	28,500			6.0 4.0			24.0		N :				0.0 2	1	UC	UC	UC	UC	
142.0 SR 85	SR 190	SR 397/ John Sims Parkway	0.70	N 4 S	18,500	4		3.5 0.0			13.5		N ·				5.0 3	1	4.49	D	3.99	D	bike lane approaching end
142.0 SR 85	SR 190	SR 397/ John Sims Parkway	0.70	S 4 S	18,500	4			0.0 60.0		13.5		N Y				5.0 3	1	4.49	D	3.99	D	
143.0 SR 85	Government Avenue	SR 85 N	0.00	N 6 D	46,000	_		6.0 4.0			24.0		Y				5.0 1	1	3.55	D	3.79	D	
143.0 SR 85	Government Avenue	SR 85 N	0.00	S 6 D N 4 S	46,000	_			0.0 39.0		24.0 13.5			0.0			0.0 3	1	3.95	D D	4.28	D D	-
144.0 SR 85	SR 20	College Boulevard	0.09	S 4 S	15,650	_		3.5 0.0			13.5		N		+ +		5.0 3	1	3.95	D	3.70	D	+
144.0 SR 85	SR 20	College Boulevard SR 123	0.89	N 2 U	15,650 23,148	40		6.5 5.0			26.5		N				0.0 3	1	6.88	F	7.07	F	
145.0 SR 85 145.0 SR 85	College Boulevard  College Boulevard	SR 123		S 2 U	23,148	40			0 0.0 33.0		26.5		N				0.0 3	1	6.88	F	7.07	F	<u> </u>
145.1 SR 85	SR 123	Antioch Road	9.91	N 2 U	23,148			6.5 5.0				4.0 4.0	N		+ +		0.0 3	1	6.88	F	7.07	F	
145.1 SR 85	SR 123	Antioch Road	9.91	S 2 U	23,148	40	65 1	6.5 5.0	0.0 33.0	0	26.5	4.0 4.0	N	3 0.0	0	0	0.0 3	1	6.88	F	7.07	F	1
146.0 SR 85	Antioch Road	I-10 (SR 8)	1.75	N 4 D	43.000		45 1	6.0 4.5	5 0.0 27.5	0	25.0	4.5 4.5	N	3 0.0	0	0	0.0 3	2	6.30	F	6.03	F	
146.0 SR 85	Antioch Road	I-10 (SR 8)	1.75	S 4 D	43,000	12	45 1	6.0 4.5	5 0.0 27.5	0	25.0	4.5 4.5	N	3 0.0	0	0	0.0 3	2	6.30	F	6.03	F	
147.0 SR 85	I-10 (SR8)	Duggan Avenue	1.31	N 4 D	39,833	10	45 1	2.5 0.0	0.0 23.5	0	12.5	4.0 -	N	5.0	0	85	5.0 1	4	6.90	F	4.92	Е	
147.0 SR 85	I-10 (SR8)	Duggan Avenue	1.31	S 4 D	39,833	10	45 1	2.5 0.0	0.0 23.5	0	12.5	4.0 -	N	5.0	0	85	5.0 1	4	6.90	F	4.92	E	
147.1 SR 85	Duggan Avenue	Edney Avenue	0.50	N 4 D	39,833	10	45 2	21.0 8.5	5 0.0 33.0	0	38.0	4.5 4.5	N	3.5	0	100	5.0 1	1	3.23	С	4.51	Е	
147.1 SR 85	Duggan Avenue	Edney Avenue	0.50	S 4 D	39,833				5 0.0 33.0			4.5 4.5		3.5		100	5.0 1	1	3.23	С	4.51	E	
147.2 SR 85	Edney Avenue	Walnut Avenue	0.41	N 4 S	39,833	8	35 1	2.5 0.0	0.0 59.0	0	12.5	4.5 0.0	N	3.5	0	100	5.0 1	1	5.71	F	4.44	D	bridge over RR tracks
147.2 SR 85	Edney Avenue	Walnut Avenue	0.41	S 4 S	39,833	8			0.0 59.0	-		4.5 0.0		3.5	+		5.0 1	1	5.71	F	4.44	D	
147.3 SR 85	Walnut Avenue	Oakdale Avenue	0.23	N 4 D	39,833	8			0.0 23.0			4.0 0.0		0.0			6.0 3		5.98	F	4.51	E	alternating left tuen lanes
147.3 SR 85	Walnut Avenue	Oakdale Avenue	0.23	S 4 D	39,833				0.0 23.0			4.0 0.0		0.0			6.0 3	0	5.98	F	4.51	E	
147.4 SR 85	Oakdale Avenue	US90/ SR 10	0.13	N 4 S	39,833	_			0.0 57.0					0.0	+		7.0 1	1	5.58	F	4.31	D	intermittent parking stalls (25% coverage)
147.4 SR 85	Oakdale Avenue	US90/ SR 10	0.15	S 4 S	39,833	_			0.0 57.0			4.5 0.0		0.0			7.0 1	1	5.58	F	4.31	D	40 C TAN T
148.0 SR 85	US90/ SR 10	Jones Road	1.29	N 4 S	24,500				0.0 59.0					3.0			5.0 1	2	5.65	F	3.52		10.5' TWLTL
148.0 SR 85	US90/ SR 10	Jones Road	1.23	S 4 S N 4 S	24,500				0.0 59.0					3.0	+		5.0 1 0.0 1	1	5.65 6.67	F	3.52 5.13		_
148.1 SR 85	Jones Road	Garden Street	0.02	N 4 S	24,500				0.0 60.0		13.5			3.0			5.0 1	1	6.67	F	3.83		+
148.1 SR 85	Jones Road	Garden Street	0.02	N 4 D	24,500				0.0 80.0			4.0 4.0		3.0			0.0 3		5.90	F	5.04	E	some veg. encroachment
148.2 SR 85 148.2 SR 85	Garden Street Garden Street	CR 188/ Old Bethel Road CR 188/ Old Bethel Road	0.51	S 4 D	24,500 24,500				0.0 25.5			4.0 4.0		3 3.0	+		5.0 3		5.90	F	3.79		Some reg. energes ment
148.2 SR 85 149.0 SR 85	CR 188/ Old Bethel Road	CR 188/ Old Betnel Road  Cosson Circle	0.51	N 4 D	24,500				5 0.0 28.5			4.5 4.5		3 0.0			0.0 3		6.28	F	5.28	E	+
149.0 SR 85 149.0 SR 85	CR 188/ Old Bethel Road  CR 188/ Old Bethel Road	Cosson Circle  Cosson Circle	2.51	S 4 D	24,500				5 0.0 28.5			4.5 4.5		3 0.0			0.0 3		6.28	F	5.28	E	+
149.0 SR 85	Cosson Circle	MPA Boundary (South of Jim Green Road)	2.51	N 2 U	24,500				0 0.0 33.0			4.5 4.5		3 0.0			0.0 3	_	6.52	F	6.75	F	BL pavement parkings at intersections
149.1 SR 85	Cosson Circle	MPA Boundary (South of Jim Green Road)	0.73	S 2 U	24,500				0 0.0 33.0			4.5 4.5		3 0.0			0.0 3		6.52	F	6.75	F	
150.0 SR 85	OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line		N 2 U	3,980	_			0 0.0 33.0		26.6	4.0 4.0	N	3 0.0		0	0.0 3	0	2.88	С	4.29	D	speed drops in Laurel Hill - Ludlum Rd is north end
150.0 SR 85	OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line		S 2 U	3,980	_	55 1	6.5 5.0	0 0.0 33.0	0	26.6	4.0 4.0	N			0	0.0 3	0	2.88	С	4.29	D	
151.0 SR 85	Okaloosa County Line	Alabama State Line	4.24	N 2 U	3,600	_	55 1	6.5 5.0	0.0 33.0	0	27.7	4.0 4.0	N	3 0.0	0	0	0.0 3	0	2.46	В	4.25	D	
151.0 SR 85	Okaloosa County Line	Alabama State Line	4.24	S 2 U	3,600	_	55 1	6.5 5.0	0.0 33.0	0	27.7	4.0 4.0	N	3 0.0	0	0	0.0 3	0	2.46	В	4.25	D	
152.0 Stillwell Blvd	SR 85	Monterrey Rd	1.57	E 2 U	4,000	_	30 1	0.5 0.0	0.0 21.0	0	10.5	4.0 -	N	3 10.0	0	30	5.0 3	1	3.58	D	3.48	С	
152.0 Stillwell Blvd	SR 85	Monterrey Rd	1.57	V 2 U	4,000	3	30 1	0.5 0.0	0.0 21.0	0	10.5	4.0 -	N	3 0.0	0	0	0.0 3	1	3.58	D	4.00	D	
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				Len-	Dir.				Post.	Width	of	Total Pvmt	Occ.			Bike		Buff.	Tree Spcg.		Swalk	Road S	ignals	Bicy	cle	Pede	strian	<u>'</u>
Seg_ID	Road Name	From	То	gth	of La	anes (L)		Tks.	Spd.	Pavem	ent	Width	Park.		Paveco		Cros	ss Width	in	% with	Width	Profile	per	LO	3	LC	os	Comments
				(Ls) (mi)	Sur. Th	h Con	ADT			W <sub>t</sub> W		(TPW) (ft)	(OSPA) (%)		PC <sub>t</sub> F	C <sub>1</sub> Mark 5) (Y/N)				Sidewalk		Cond (1.2.3)	Seg.	Score (17)	Grade (AF)	ll .	Grade (AF)	
153.0	Airmens Memorial Rd	Live Oak Church Rd	Kensington Ln	1.19	E 2	2 U	1,000	2	30	11.0 0.0	0.0	22.0	0	19.3		- N			0	0	0.0	3	0	1.24	Α	2.89	С	approx. 50% curbed
153.0	Airmens Memorial Rd	Live Oak Church Rd	Kensington Ln	1.19	W 2	2 U	1,000	2	30	11.0 0.0	0.0	22.0	0	19.3	4.5	- N	C/5	0.0	0	0	0.0	3	0	1.24	Α	2.89	С	
154.0	Valley Rd	US 90	Reinke Dr	1.90	N 2	2 U	4,000	3	25	10.0 0.0	0.0	20.0	0	10.0	3.5	- N	s	0.0	0	0	0.0	3	0	3.57	D	3.96	D	small section w/ 4' shoulders in middle
154.0	Valley Rd	US 90	Reinke Dr	1.90	S 2	2 U	4,000	3	25	10.0 0.0	0.0	20.0	0	10.0	3.5	- N	s	0.0	0	0	0.0	3	0	3.57	D	3.96	D	
155.0	Hurlburt Rd	CR 20	Landry Street	0.27	E 4	I D	8,800	2	35	16.0 4.0	0.0	28.0	0	24.0	4.5	- N	s	80.0	0	100	5.0	3	1	2.05	В	1.21	Α	
155.0	Hurlburt Rd	CR 20	Landry Street	0.27	W 4	l D	8,800	2	35	16.0 4.0	0.0	28.0	0	24.0	4.5	- N	S	80.0	0	100	5.0	3	1	2.05	В	1.21	Α	
156.0	Hurlburt Rd	Landry Street	SR 189	0.50	E 4	l S	8,800	2	25	12.5 0.0	0.0	60.0	0	12.5	4.5	- N	S	0.0	0	100	5.0	1	1	2.99	С	2.45	В	
156.0	Hurlburt Rd	Landry Street	SR 189	0.50	W 4	l S	8,800	2	25	12.5 0.0	0.0	60.0	0	12.5	4.5	- N	S	0.0	0	100	5.0	1	1	2.99	С	2.45	В	
157.0	Ferry Road	Perry Avenue	CR 2390	0.37	N 2	2 U	1,100	2		11.0 0.0			0	19.0		- N	S	10.0	0	30	5.0	1	0	1.59	В	3.08	С	
157.0	Ferry Road	Perry Avenue	CR 2390	0.37	S 2	2 U	1,100	2	30	11.0 0.0	0.0	22.0	0	19.0	3.5	- N	S	10.0	0	20	5.0	1	0	1.59	В	3.25	С	
158.0	Ferry Road	CR 2390	Sudduth Circle	1.06	N 2	2 U	1,100	2		15.0 4.0			0	31.0		1.0 Y	С	12.0	0	100	4.0	1	0	0.00	Α	1.83	В	
158.0	Ferry Road	CR 2390	Sudduth Circle	1.06	S 2	2 U	1,100	2	30	15.0 4.0	0.0	30.0	0	31.0	4.0	1.0 Y	С	0.0	0	0	0.0	1	0	0.00	Α	3.21	С	
159.0	Hughes Street	SR 189	SR 85	0.25	E 2	2 U	5,000			20.0 0.0				20.0		- N	С	3.0	0	100	5.0	1	1	1.94	В	2.21	В	
159.0	Hughes Street	SR 189	SR 85	0.25	W 2	2 U	5,000			20.0 0.0				20.0					0	100	5.0	1	1	1.94	В	2.21	В	
160.0	Hughes Street	SR 85	Ferry Road	0.84	E 2	2 U	4,800			15.0 4.0				23.0		8.5 Y	С	6.0	0	20	8.0	1	1	2.26	В	3.25	С	
160.0	Hughes Street	SR 85	Ferry Road	0.84	W 2	2 U	4,800	2		15.0 4.0					3.5		С	5.0	0	100	4.0	1	1	2.26	В	2.36	В	
161.0	Wright Parkway	US 98	SR 389	0.99	N 2	2 U	5,000	2		19.0 6.0					4.5		С	14.0	0	90	5.0	1	2	0.91	Α	2.21	В	
161.0	Wright Parkway	US 98	SR 389	0.99	S 2	2 U	5,000	2		19.0 6.0			0		4.5		С		0	50	5.0	1	2	0.91	Α	2.81	С	
162.0	Memorial Parkway	US 98	SR 189	0.99	N 2	2 U	6,300	2		15.0 4.0			0		4.0		С	6.0	0	30	4.0	1	2	2.48	В	3.47	С	
162.0	Memorial Parkway	US 98	SR 189	0.99	S 2		6,300	2		15.0 4.0			0		4.0 4			8.0	0	100	4.0	1	2	2.48	В	2.57	С	_
163.0	Mid-Bay Bridge Connector	Toll Plaza	Ridge Road	2.81	N 4	I D	18,900	4		17.0 5.0						5.0 N			0	0	0.0	2	0	2.83	С	4.51	Е	shoulders wider on overpasses
163.0	Mid-Bay Bridge Connector	Toll Plaza	Ridge Road	2.81	S 4	1 D	18,900	4		17.0 5.0				27.0		5.0 N	С	0.0	0	0	0.0	2	0	2.83	С	4.51	Е	
164.0	Matthew Boulevard	Old Hwy 98	US 98	0.36	N 2	2 U	2,500	2		15.0 4.0				27.1		i.0 Y	S	10.0	0	5	100.0	3	0	1.05	Α	3.19	С	_
164.0	Matthew Boulevard	Old Hwy 98	US 98	0.36	S 2	2 U	2,500	2	30	15.0 4.0	0.0	30.0	0	27.1	4.0	.0 Y	S	10.0	0	5	65.0	3	0	1.05	Α	3.22	С	





Seg_ID	Road Name	Road Name (Local)	From	То	Len- gth (Ls) (mi)	Bike LOS score	Bike LOS grade	Bike Facility Recommendation	LOS Delta	Normalized (Max 3.4)	Demand	Normalized (Max 35509)	Bike Votes/ Plan	Normalized (Max 3)	Benefit Score	Project Cost	Priority Score	Tier Rank	k County
101.1	SR 30 (US 98)		SR 189	Western Leg SR 85	0.18	4.51	E	Re-stripe	1.01	29.71	13291	37.43	0	0.00	24.983	\$3,483	717.205	1 B1	Okaloosa
10.0	CR 20	Martin Luther King Jr. Boulevard	Lovejoy Road	Ajax Drive	0.17	4.73	E	Re-stripe	1.23	36.18	8537	24.04	0	0.00	22.885	\$3,290	695.633	1 B2	Okaloosa
137.0	SR 85		US 98 (SR 30)	1st Street	0.13	3.67	D	Re-stripe	0.17	5.00	11935	33.61	0	0.00	13.764	\$2,516	547.108	1 B3	Okaloosa
138.2	SR 85		S end of bridge	N end of bridge	0.21	4.15	D	Re-stripe	0.65	19.12	8424	23.72	0	0.00	15.950	\$4,064	392.486	1 B4	Okaloosa
120.1	SR 397	John Sims Parkway	S end of bridge	Bayshore Drive	0.18	3.98	D	Re-stripe	0.48	14.12	4544	12.80	0	0.00	10.126	\$3,483	290.694	1 B5	Okaloosa
102.1	SR 30 (US 98)		Perry Avenue	Santa Rosa Boulevard	0.54	4.86	Е	Re-stripe	1.41	41.47	12512	35.24	0	0.00	28.921	\$10,450	276.753	1 B6	Okaloosa
113.0	SR 30 (US 98)		CR 393	Veterans Road	0.51	5.46	E	Re-stripe	1.96	57.65	2318	6.53	0	0.00	25.344	\$9,870	256.787	1 B7	Walton
64.3	SR 10 (US 90)		4th Street	Baldwin Avenue	0.49	5.14	Е	Re-stripe	1.64	48.24	2243	6.32	0	0.00	21.505	\$9,482	226.786	1 B8	Walton
139.1	SR 85		W end of bridge	E end of bridge	0.47	4.34	D	Re-stripe	0.84	24.71	9460	26.64	0	0.00	19.207	\$9,095	211.169	1 B9	Okaloosa
49.4	Old Hwy 98		Pedestrian Overpass 1	Summer Haven Trail	0.30	3.83	D	Re-stripe	0.33	9.71	4380	12.33	0	0.00	8.200	\$5,806	141.236	1 B10	Walton
112.1	SR 30 (US 98)		Thompson Road/Bishop-Tolbert Road	CR 393	1.01	5.52	F	Re-stripe	2.02	59.41	3254	9.16	0	0.00	26.972	\$19,546	137.996	1 B11	Walton
107.0	SR 30 (US 98)		Matthew Blvd	Kel-Wen Circle	0.80	4.06	D	Re-stripe	0.56	16.47	11045	31.10	0	0.00	17.475	\$15,482	112.875	1 B12	Okaloosa
107.1	SR 30 (US 98)		Kel-Wen Circle	Walton County Line	1.22	4.27	D	Re-stripe	0.77	22.65	12100	34.08	0	0.00	20.985	\$23,609	88.886	1 B13	Okaloosa
52.1	Rocky Bayou Dr		Forest Rd	Huntington Rd	1.00	3.63	D	Re-stripe	0.13	3.82	6295	17.73	1	33.33	16.068	\$19,352	83.028	1 B14	Okaloosa
106.0	SR 30 (US 98)		Emerald Coast Parkway/ Old US98	Matthew Blvd	2.03	4.26	D	Re-stripe	0.76	22.35	14239	40.10	1	33.33	31.309	\$39,285	79.699	1 B15	Okaloosa
60.0	SR 10 (US 90)		SR 85/ Ferdon Boulevard	Sikes Drive	1.43	5.68	F	Road Diet	2.18	64.12	16318	45.95	0	0.00	41.731	\$57,404	72.697	1 B16	Okaloosa
19.0	CR 2390		SR 85	Terminus	0.96	3.7	D	Road Diet	0.2	5.88	13718	38.63	1	33.33	24.208	\$38,537	62.816	1 B17	Okaloosa
102.0	SR 30 (US 98)		Eastern Leg SR 85/Florida Place	Perry Avenue	0.10	5.04	E	DCSN	1.54	45.29	11585	32.63	0	0.00	29.537	\$47,288	62.461	1 B18	Okaloosa
37.0	CR 883		Freeport City Limits/ Pine Street	US 331	2.66	6.03	F	Re-stripe	2.53	74.41	1622	4.57	0	0.00	31.363	\$51,476	60.928	2 B19	Walton
86.0	SR 20		US 331N/ North Madision Street	US 331S/ SR 83	1.01	4.07	D	Re-stripe	0.57	16.76	4573	12.88	0	0.00	11.213	\$19,546	57.370	2 B20	Walton
147.4	SR 85		Oakdale Avenue	US90/ SR 10	0.15	5.58	F	DCSN	2.08	61.18	10385	29.25	0	0.00	34.707	\$70,932	48.929	2 B21	Okaloosa
108.0	SR 30 (US 98)		Okaloosa County Line	Old US 98/ SR 30	3.15	4.78	E	Re-stripe	1.28	37.65	14263	40.17	0	0.00	29.117	\$60,959	47.766	2 B22	Walton
120.0	SR 397	John Sims Parkway	Eglin Gate	S end of bridge	0.81	3.61	D	Re-stripe	0.11	3.24	5716	16.10	0	0.00	6.928	\$15,675	44.199	2 B23	Okaloosa
1.0	Airport Rd		Main St	US 98	1.63	4.09	D	Road Diet	0.59	17.35	17470	49.20	0	0.00	24.161	\$65,433	36.924	2 B24	Okaloosa
147.3	SR 85		Walnut Avenue	Oakdale Avenue	0.29	5.98	F	DCSN	2.48	72.94	10900	30.70	0	0.00	39.920	\$137,136	29.110	2 B25	Okaloosa
139.0	SR 85		SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	0.18	4.77	E	DCSN	1.27	37.35	7410	20.87	0	0.00	22.245	\$85,119	26.134	2 B26	Okaloosa
14.0	CR 2376 (Niceville)		SR 20	SR 285	0.48	3.55	D	Add Shoulder 1	0.05	1.47	16641	46.86	0	0.00	16.991	\$76,101	22.326	2 B27	Okaloosa
147.2	SR 85		Edney Avenue	Walnut Avenue	0.41	5.71	F	DCSN	2.21	65.00	9265	26.09	0	0.00	35.132	\$193,882	18.120	2 B28	Okaloosa
89.0	SR 20		.32 mi East of SR 85N	SR 285/ Partin Drive	0.47	4.83	E	DCSN	1.33	39.12	14018	39.48	1	33.33	37.797	\$222,255	17.006	2 B29	Okaloosa
148.1	SR 85		Jones Road	Garden Street	0.62	6.67	F	DCSN	3.17	93.24	9515	26.80	0	0.00	46.673	\$293,187	15.919	2 B30	Okaloosa
102.2	SR 30 (US 98)		Santa Rosa Boulevard	Pier Road	0.34	4.91	E	DCSN	1.41	41.47	7753	21.83	0	0.00	24.230	\$160,780	15.070	2 B31	Okaloosa
138.0	SR 85		1st Street	Perry Avenue	0.38	4.62	E	DCSN	1.12	32.94	13860	39.03	0	0.00	26.838	\$179,695	14.935	2 B32	Okaloosa
148.2	SR 85		Garden Street	CR 188/ Old Bethel Road	0.51	5.9	F	DCSN	2.4	70.59	7149	20.13	0	0.00	35.282	\$241,170	14.629	2 B33	Okaloosa
90.0	SR 20		SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard	0.79	4.69	E	DCSN	1.19	35.00	17592	49.54	1	33.33	39.673	\$373,577	10.620	2 B34	Okaloosa
68.0	SR 145	Perry Street	US98 (SR30)	SR85/ Eglin Parkway	0.51	4.41	D	DCSN	0.91	26.76	14657	41.28	0	0.00	25.153	\$241,170	10.429	2 B35	Okaloosa
38.0	Denton Boulevard		Mayflower Avenue	Bob Sikes Road	0.50	3.72	D	DCSN	0.22	6.47	20672	58.22	0	0.00	22.964	\$236,441	9.712	2 B36	Okaloosa
12.1	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Green Acres Drive	SR 189	0.76	4.46	D	DCSN	0.96	28.24	21476	60.48	0	0.00	32.462	\$359,390	9.033	3 B37	Okaloosa
76.0	SR 189	Beal Parkway	SR 30/ US98	CR 2390	0.58	4.17	D	DCSN	0.67	19.71	16709	47.06	0	0.00	24.352	\$274,272	8.879	3 B38	Okaloosa
105.0	SR 30 (US 98)		Gulf Shore Drive	Emerald Coast Parkway/ Old US98	1.04	5.36	E	DCSN	1.86	54.71	13141	37.01	1	33.33	43.168	\$491,797	8.778	3 B39	Okaloosa
53.0	Santa Rosa Boulevard		Eglin AFB Boundary	US 98 (SR30)	2.18	4.53	E	Add Shoulder 1	1.03	30.29	18314	51.58	0	0.00	30.169	\$345,626	8.729	3 B40	Okaloosa
147.0	SR 85		I-10 (SR8)	Duggan Avenue	1.31	6.9	F	DCSN	3.4	100.00	10559	29.74	0	0.00	50.408	\$619,475	8.137	3 B41	Okaloosa
32.2	CR 457	Mack Bayou	N of Wild Briar Drive	Harborview Road	0.64	3.91	D	Add Shoulder 1	0.41	12.06	3112	8.76	0	0.00	7.891	\$101,468	7.777	3 B42	Walton
118.0	SR 393	Mary Esther Boulevard	Anchors Street	SR 189/ Beal Parkway	0.97	4.65	E	DCSN	1.15	33.82	19027	53.58	0	0.00	32.284	\$458,696	7.038	3 B43	Okaloosa
109.1	SR 30 (US 98)		600 ft. W of Baytown Avenue	1000 ft. W of Sandestin Lane	0.48	4.52	E	DCSN	1.02	30.00	3958	11.15	0	0.00	15.901	\$226,983	7.005	3 B44	Walton
148.0	SR 85		US90/ SR 10	Jones Road	1.29	5.65	F	DCSN	2.15	63.24	16682	46.98	0	0.00	41.737	\$610,018	6.842	3 B45	Okaloosa
78.0	SR 189	Beal Parkway	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	1.47	5.21	E	DCSN	1.71	50.29	26403	74.36	0	0.00	46.142	\$695,137	6.638	3 B46	Okaloosa





Seg_ID	Road Name	Road Name (Local)	From	То	Len- gth (Ls) (mi)	Bike LOS score	Bike LOS grade	Bike Facility Recommendation	LOS Delta	Normalized (Max 3.4)	Demand	Normalized (Max 35509)	Bike Votes/ Plan	Normalized (Max 3)	Benefit Score	Project Cost	Priority Score	Tier Rank	k County
64.2	SR 10 (US 90)		US 331S	4th Street	0.59	4.76	E	DCSN	1.26	37.06	2860	8.05	0	0.00	17.643	\$279,000	6.323	3 B47	Walton
73.0	SR 189	Lewis Turner Boulevard	SR 188/ Racetrack Road	Roberts Boulevard	1.32	4.88	Е	DCSN	1.38	40.59	23050	64.91	0	0.00	38.955	\$624,204	6.241	3 B48	Okaloosa
117.0	SR 393	Mary Esther Boulevard	US 98/ SR 30	Anchors Street	0.87	4.44	D	DCSN	0.94	27.65	14549	40.97	0	0.00	25.399	\$411,407	6.174	3 B49	Okaloosa
49.5	Old Hwy 98		Summer Haven Trail	US 98	1.04	3.87	D	Add Shoulder 1	0.37	10.88	5668	15.96	0	0.00	9.940	\$164,886	6.028	3 B50	Walton
138.1	SR 85		Perry Avenue	S end of bridge	1.13	4.77	Е	DCSN	1.27	37.35	17449	49.14	0	0.00	32.140	\$534,357	6.015	3 B51	Okaloosa
139.2	SR 85		E end of bridge	12th Avenue	0.91	4.77	Е	DCSN	1.27	37.35	10930	30.78	0	0.00	25.715	\$430,323	5.976	3 B52	Okaloosa
76.1	SR 189	Beal Parkway	CR 2390	C 85-A/ Yacht Club Drive	0.74	3.87	D	DCSN	0.37	10.88	15979	45.00	0	0.00	20.103	\$349,933	5.745	3 B53	Okaloosa
142.0	SR 85	Government Avenue	SR 190	SR 397/ John Sims Parkway	0.78	4.49	D	DCSN	0.99	29.12	9635	27.13	0	0.00	21.144	\$368,848	5.732	3 B54	Okaloosa
104.1	SR 30 (US 98)		Calhoun Avenue	Gulf Shore Drive	2.00	5.01	E	DCSN	1.51	44.41	19568	55.11	2	66.67	53.719	\$945,764	5.680	3 B55	Okaloosa
50.0	P.J. Adams Pkwy		CR 4/ Antioch Road	SR 85 S /Ferdon Boulevard	1.87	6.54	F	DCSN	3.04	89.41	13929	39.23	0	0.00	49.494	\$884,289	5.597	4 B56	Okaloosa
14.1	CR 2376 (Niceville)		SR 285	College Boulevard	0.69	3.81	D	DCSN	0.31	9.12	13932	39.24	0	0.00	17.379	\$326,289	5.326	4 B57	Okaloosa
64.1	SR 10 (US 90)		Shoemaker Drive	US 331S	1.32	5.9	F	DCSN	2.4	70.59	4941	13.91	0	0.00	33.105	\$624,204	5.304	4 B58	Walton
90.1	SR 20		Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	1.81	4.92	E	DCSN	1.42	41.76	20262	57.06	1	33.33	45.011	\$855,916	5.259	4 B59	Okaloosa
138.3	SR 85		N end of bridge	SR 188/ Racetrack Road/ 4th Avenue	1.10	4.77	E	DCSN	1.27	37.35	12108	34.10	0	0.00	26.876	\$520,170	5.167	4 B60	Okaloosa
6.0	CR 188	Old Bethel Road	Jones Road	SR 85	0.59	4.2	D	DCSN	0.7	20.59	6021	16.96	0	0.00	14.170	\$279,000	5.079	4 B61	Okaloosa
40.0	General Bond Road	NOT ON FDOT BASE - Added Manually	SR 189	SR 85	1.16	4.25	D	Add Shoulder 2	0.75	22.06	2201	6.20	0	0.00	10.993	\$230,824	4.762	4 B62	Okaloosa
29.0	CR 395		Urbanized Boundary	US 98	2.19	4.97	E	Add Shoulder 2	1.47	43.24	1275	3.59	0	0.00	18.551	\$435,779	4.257	4 B63	Walton
45.0	Lewis St/Mayflower Ave		SR 189	James L Lee Rd	1.27	3.69	D	DCSN	0.19	5.59	23445	66.03	0	0.00	25.344	\$600,560	4.220	4 B64	Okaloosa
77.0	SR 189	Beal Parkway	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street	1.53	4.33	D	DCSN	0.83	24.41	19256	54.23	0	0.00	28.745	\$723,509	3.973	4 B65	Okaloosa
72.0	SR 188	Racetrack Road	SR 189/ Beal Parkway	SR85/ Eglin Parkway	2.58	4.58	E	DCSN	1.08	31.76	35509	100.00	0	0.00	47.706	\$1,220,036	3.910	4 B66	Okaloosa
59.0	SR 10 (US 90)		Old Bethel Road	SR 85/ Ferdon Boulevard	1.61	4.73	E	DCSN	1.23	36.18	15023	42.31	0	0.00	29.278	\$761,340	3.846	4 B67	Okaloosa
15.0	CR 2386	Lovejoy Road	Hill Avenue	Mary Esther Boulevard	1.12	3.68	D	DCSN	0.18	5.29	17616	49.61	0	0.00	19.481	\$529,628	3.678	4 B68	Okaloosa
101.0	SR 30 (US 98)		SR 393/ Mary Esther Boulevard	SR 189	2.56	4.73	Е	DCSN	1.23	36.18	30339	85.44	0	0.00	44.375	\$1,210,578	3.666	4 B69	Okaloosa
100.1	SR 30 (US 98)		Mary Esther Drive	SR 393/ Mary Esther Blvd	1.44	4.72	Е	DCSN	1.22	35.88	10386	29.25	0	0.00	24.590	\$680,950	3.611	4 B70	Okaloosa
24.0	CR 30A		CR 395	Eastern Lake Road	1.60	4.16	D	Add Shoulder 1	0.66	19.41	1311	3.69	0	0.00	9.057	\$253,670	3.570	4 B71	Walton
144.0	SR 85		SR 20	College Boulevard	0.89	3.95	D	DCSN	0.45	13.24	9453	26.62	0	0.00	14.612	\$420,865	3.472	4 B72	Okaloosa
9.0	CR 20	Hill Avenue	Hollywood Boulevard	Lovejoy Road	0.73	3.54	D	DCSN	0.04	1.18	11317	31.87	0	0.00	11.625	\$345,204	3.368	4 B73	Okaloosa
131.0	SR 83 (US 331S)		I-10/ SR 8	US 90/ SR 10	2.07	5.88	F	DCSN	2.38	70.00	4527	12.75	0	0.00	32.462	\$978,866	3.316	5 B74	Walton
31.0	CR 4		P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	2.22	5.26		DCSN	1.76	51.76	10863	30.59	0	0.00	31.413	\$1,049,798	2.992	5 B75	Okaloosa
23.0	CR 30A		CR 393	Mary Street	0.37	3.8	D	DCSN	0.3	8.82	1134	3.19	0	0.00	4.647	\$174,966	2.656	5 B76	Walton
24.2	CR 30A		W end of Alys Beach	E end of Alys Beach	0.52	3.59		Add Shoulder 1	0.09	2.65	984	2.77	0	0.00	2.029	\$82,443	2.461	5 B77	Walton
32.1	CR 457	Mack Bayou	East Mack Bayou Drive	N of Wild Briar Drive	0.76	3.91	D	DCSN	0.41	12.06	3255	9.17	0	0.00	8.032	\$359,390	2.235	5 B78	Walton
27.0	CR 393		US 98	Chat Holley Rd	1.02	4.07	D	DCSN	0.57	16.76	2821	7.94	0	0.00	9.486	\$482,340	1.967	5 B79	Walton
30.0	CR 4	Antioch Road	SR 10 (US90)	P.J. Adams Pkwy	3.40	5.48		DCSN	1.98	58.24	6967	19.62	0	0.00	30.161	\$1,607,799	1.876	5 B80	Okaloosa
152.0	Stillwell Blvd		SR 85	Monterrey Rd	1.57	3.58		DCSN	0.08	2.35	13175	37.10	0	0.00	13.927	\$742,425	1.876	5 B81	Okaloosa
26.1	CR 393		Urbanized Boundary	US 98	1.11	3.95		DCSN	0.45	13.24	2835	7.98	0	0.00	8.088	\$524,899	1.541	5 B82	Walton
24.3	CR 30A		E end of Alys Beach	US 98 (SR 30)	1.03	3.59	D	Add Shoulder 1	0.09	2.65	1442	4.06	0	0.00	2.480	\$163,300	1.519	5 B83	Walton
46.0	Live Oak Church Rd		SR 85	John King Rd	1.98	3.85		DCSN	0.35	10.29	10146	28.57	0	0.00	14.118	\$936,306	1.508	5 B84	Okaloosa
154.0	Valley Rd		US 90	Reinke Dr	1.90	3.57		DCSN	0.07	2.06	10693	30.11	0	0.00	11.363	\$898,476	1.265	5 B85	Okaloosa
132.0	SR 83 (US 331S)		US 90/ SR 10	Burdick Avenue	2.69	4.27	D	DCSN	0.77	22.65	5676	15.98	0	0.00	14.653	\$1,272,053	1.152	5 B86	Walton
23.1	CR 30A		Mary Street	CR 83	1.87	4.18	D	DCSN	0.68	20.00	1835	5.17	0	0.00	9.809	\$884,289	1.109	5 B87	Walton
24.1	CR 30A		Eastern Lake Road	W end of Alys Beach	4.83	4.11	D	DCSN	0.61	17.94	3665	10.32	0	0.00	10.789	\$2,284,020	0.472	5 B88	Walton
28.0	CR 395		CR 30A	Urbanized Boundary	0.77	3.57	D	DCSN	0.07	2.06	877	2.47	0	0.00	1.688	\$364,119	0.464	5 B89	Walton
23.2	CR 30A		CR 83	Buttercup Street	3.68	3.93	D	DCSN	0.43	12.65	2616	7.37	0	0.00	7.637	\$1,740,206	0.439	5 B90	Walton
21.0	CR 283		Urbanized Area Boundary	US 98	1.52	3.62		DCSN	0.12	3.53	1063	2.99	0	0.00	2.460	\$718,781	0.342	5 B91	Walton
4.0	CR 1719	College Boulevard	SR 85	SR 285	2.05	2.94	С	Existing/Programmed	-0.56	-16.47	10941	30.81	0	0.00	N/A	\$0	0.000	7	Okaloosa





5.0 College E  8.0 CR 188  11.0 CR 20  12.0 CR 20  16.0 CR 2390  17.0 CR 2390  18.0 CR 2390  18.1 CR 2390  18.2 CR 2390  32.0 CR 457  39.0 Forest Ro  49.3 Old Hwy  52.0 Rocky Ba	90 90 90 90 90 90 7 Rd	Airport Road  Martin Luther King Jr Boulevard/ Green Acres Drive  Hollywood Boulevard  Mack Bayou	SR 285 SR 85 Ajax Drive Hurlburt Field Road Hill Avenue Cristobal Road Mary Esther Boulevard Memorial Parkway SR 189	Forest Rd  John Givens Road  Hurlburt Field Road  Green Acres Drive  Cristobal Road  Mary Esther Boulevard  Memorial Parkway  SR 189	1.07 1.52 2.02 0.48 0.28	3.87 3.17 3.07	B D C	Existing/Programmed Existing/Programmed Existing/Programmed Existing/Programmed	-1.13 0.37 -0.33	-33.24 10.88 -9.71	4574 6586 16264	12.88 18.55 45.80	0	1 00.0	N/A	\$0 \$0 \$0	0.000 0.000 0.000	7 7 7	Okaloosa Okaloosa
11.0 CR 20 12.0 CR 20 16.0 CR 2390 17.0 CR 2390 18.0 CR 2390 18.1 CR 2390 18.2 CR 2390 32.0 CR 457 39.0 Forest Re 49.3 Old Hwy	90 90 90 90 90 7 Rd	Martin Luther King Jr Boulevard/ Green Acres Drive Hollywood Boulevard	Ajax Drive Hurlburt Field Road Hill Avenue Cristobal Road Mary Esther Boulevard Memorial Parkway	Hurlburt Field Road  Green Acres Drive  Cristobal Road  Mary Esther Boulevard  Memorial Parkway	2.02 0.48 0.28	3.17 3.07	С	Existing/Programmed					0			\$0 \$0		7 7	Okaloosa
12.0 CR 20 16.0 CR 2390 17.0 CR 2390 18.0 CR 2390 18.1 CR 2390 18.2 CR 2390 32.0 CR 457 39.0 Forest Rd 49.3 Old Hwy	90 90 90 90 90 90 7 Rd	Hollywood Boulevard	Hurlburt Field Road Hill Avenue Cristobal Road Mary Esther Boulevard Memorial Parkway	Green Acres Drive  Cristobal Road  Mary Esther Boulevard  Memorial Parkway	0.48	3.07			-0.33	-9.71	16264	45.80	0	0.00	N/A	\$0	0.000	7	
16.0 CR 2390 17.0 CR 2390 18.0 CR 2390 18.1 CR 2390 18.2 CR 2390 32.0 CR 457 39.0 Forest Rc 49.3 Old Hwy	90 90 90 90 90 7 Rd	Hollywood Boulevard	Hill Avenue Cristobal Road Mary Esther Boulevard Memorial Parkway	Cristobal Road  Mary Esther Boulevard  Memorial Parkway	0.28		С	Eviating/Dragrammad											Okaloosa
17.0 CR 2390  18.0 CR 2390  18.1 CR 2390  18.2 CR 2390  32.0 CR 457  39.0 Forest Rd  49.3 Old Hwy	90 90 90 90 90 7 Rd		Cristobal Road  Mary Esther Boulevard  Memorial Parkway	Mary Esther Boulevard  Memorial Parkway		0		Existing/Programmed	-0.43	-12.65	16829	47.39	0	0.00	N/A	\$0	0.000	7	Okaloosa
18.0 CR 2390  18.1 CR 2390  18.2 CR 2390  32.0 CR 457  39.0 Forest Rc  49.3 Old Hwy	90 90 90 7 Rd	Mack Bayou	Mary Esther Boulevard  Memorial Parkway	Memorial Parkway	0.52		Α	Existing/Programmed	-3.5	-102.94	9670	27.23	0	0.00	N/A	\$0	0.000	7	Okaloosa
18.1 CR 2390 18.2 CR 2390 32.0 CR 457 39.0 Forest Rd 49.3 Old Hwy	90 90 7 Rd	Mack Bayou	Memorial Parkway	, i		1.6	В	Existing/Programmed	-1.9	-55.88	12530	35.29	0	0.00	N/A	\$0	0.000	7	Okaloosa
18.2 CR 2390 32.0 CR 457 39.0 Forest Ro 49.3 Old Hwy	90 7 Rd	Mack Bayou	·	CD 100	1.43	1.14	Α	Existing/Programmed	-2.36	-69.41	24471	68.91	3	100.00	N/A	\$0	0.000	7	Okaloosa
32.0 CR 457 39.0 Forest Ro 49.3 Old Hwy	7 Rd	Mack Bayou	SR 189	מסו אכן	1.05	3.06	С	Existing/Programmed	-0.44	-12.94	24128	67.95	3	100.00	N/A	\$0	0.000	7	Okaloosa
39.0 Forest Ro 49.3 Old Hwy	Rd	Mack Bayou		SR 85	0.52	1.94	В	Existing/Programmed	-1.56	-45.88	16753	47.18	2	66.67	N/A	\$0	0.000	7	Okaloosa
49.3 Old Hwy			US 98 (SR 30)	East Mack Bayou Drive	0.81	2.46	В	Existing/Programmed	-1.04	-30.59	2912	8.20	0	0.00	N/A	\$0	0.000	7	Walton
,	vy 98		Rocky Bayou Dr	College Blvd	1.34	2.5	В	Existing/Programmed	-1	-29.41	7169	20.19	0	1 00.0	N/A	\$0	0.000	7	Okaloosa
52.0 Rocky Βε			Miami Street	Pedestrian Overpass 1	0.37	2.69	С	Existing/Programmed	-0.81	-23.82	4776	13.45	0	0.00	N/A	\$0	0.000	7	Walton
	Bayou Dr		SR 20	Forest Rd	0.68	2.49	В	Existing/Programmed	-1.01	-29.71	7051	19.86	0	0.00	N/A	\$0	0.000	7	Okaloosa
54.0 SR 10 (U	(US 90)		Santa Rosa County Line	SR 4/ Baker Highway	10.56	3.03	С	Existing/Programmed	-0.47	-13.82	3777	10.64	0	0.00	N/A	\$0	0.000	7	Okaloosa
55.0 SR 10 (U	(US 90)		SR 4/ Baker Highway	OK-WL MPA Boundary (East of Ellis Road)	0.60	2.77	С	Existing/Programmed	-0.73	-21.47	1047	2.95	0	1 00.0	N/A	\$0	0.000	7	Okaloosa
56.0 SR 10 (U	(US 90)		OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road	0.22	2	В	Existing/Programmed	-1.5	-44.12	1247	3.51	0	0.00	N/A	\$0	0.000	7	Okaloosa
57.0 SR 10 (U	(US 90)		0.22 mi west of CR 4/ Antioch Road	CR 4/ Antioch Road	0.22	3.47	С	Existing/Programmed	-0.03	-0.88	1596	4.49	0	1 00.0	N/A	\$0	0.000	7	Okaloosa
58.0 SR 10 (U	(US 90)		CR 4/ Antioch Road	Old Bethel Road	1.63	4.29	Е	Existing/Programmed	0.79	23.24	5783	16.29	0	1 00.0	N/A	\$0	0.000	7	Okaloosa
60.1 SR 10 (U	(US 90)		Sikes Drive	Fairchild Road	1.82	4.96	Е	Existing/Programmed	1.46	42.94	6422	18.09	0	1 00.0	N/A	\$0	0.000	7	Okaloosa
61.0 SR 10 (U	(US 90)		Fairchild Road	Walton County Line	7.62	4.07	D	Existing/Programmed	0.57	16.76	2419	6.81	0	0.00	N/A	\$0	0.000	7	Okaloosa
62.0 SR 10 (U	(US 90)		Okaloosa County Line	SR 285	2.68	3.95	D	Existing/Programmed	0.45	13.24	327	0.92	0	0.00	N/A	\$0	0.000	7	Walton
63.0 SR 10 (U	(US 90)		SR 285	SR 187/ US 331	12.15	3.78	D	Existing/Programmed	0.28	8.24	4865	13.70	0	0.00	N/A	\$0	0.000	7	Walton
64.0 SR 10 (U	(US 90)		SR 187/ US 331	Shoemaker Drive	0.56	4.52	Е	Existing/Programmed	1.02	30.00	3325	9.36	0	0.00		\$0	0.000	7	Walton
65.0 SR 10 (U	(US 90)		Baldwin Avenue	OK-WL MPA Boundary (County Highway 183)	1.97		D	Existing/Programmed	0.58	17.06	3562	10.03	0	0.00	N/A	\$0	0.000	7	Walton
66.0 SR 10 (U	,		OK-WL MPA Boundary (County Highway 183)	Holmes County Line	2.14		В	Existing/Programmed	-1.61	-47.35	2265	6.38	0	0.00		\$0	0.000	7	Walton
67.0 SR 123	,		SR 85	SR 85N	4.92		Е	Existing/Programmed	1.96	57.65	768	2.16	0	0.00		\$0	0.000	7	Okaloosa
69.0 SR 187 (	7 (US 331N)		SR 10/ US 90	OK-WL MPA Boundary(north of Bob McCaskill Drive)	2.09	3.66	D	Existing/Programmed	0.16	4.71	4995	14.07	0	0.00	N/A	\$0	0.000	7	Walton
,	7 (US 331N)		OK-WL MPA Boundary(North of Bob McCaskill Drive)	CR 2A	8.54		В	Existing/Programmed	-1.31	-38.53	3643	10.26	0	0.00		\$0	0.000	7	Walton
71.0 SR 187 (	7 (US 331N)		CR 2A	Webster Lane	9.19	2.51	С	Existing/Programmed	-0.99	-29.12	1303	3.67	0	0.00		\$0	0.000	7	Walton
71.1 SR 187 (	· ·		Webster Lane	Alabama State Line	1.76		_	Existing/Programmed	-0.16	-4.71	492		0	0.00		\$0	0.000	7	Walton
73.1 SR 189	9	Lewis Turner Boulevard	Roberts Boulevard	Mooney Road	0.78	3.56		Existing/Programmed	0.06	1.76	11680	32.89	0	0.00		\$0	0.000	7	Okaloosa
74.0 SR 189		Lewis Turner Boulevard	Mooney Road	SR 85	3.60		D	Existing/Programmed	0.57	16.76	7634	21.50	0	0.00		\$0	0.000	7	Okaloosa
75.0 SR 189			SR 85	Eglin Boulevard/ SR 397	0.51		С	Existing/Programmed	-0.22	-6.47	4687	13.20	0	0.00		\$0	0.000	7	Okaloosa
79.0 SR 189			SR 4/ Georgia Avenue	Alabama State Line	14.41		Α	Existing/Programmed	-2.05	-60.29	1132	3.19	0	0.00		\$0	0.000	7	Okaloosa
80.0 SR 190			SR 85	SR397/ John Sims Parkway	1.22	1.64	В	Existing/Programmed	-1.86	-54.71	7923	22.31	0	0.00		\$0	0.000	7	Okaloosa
81.0 SR 20		·	Okaloosa County Line	Eagle Creek	1.50		С	Existing/Programmed	-0.3	-8.82	897	2.53	0	0.00		\$0	0.000	7	Walton
82.0 SR 20			Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)	3.15		С	Existing/Programmed	-0.82	-24.12	1391	3.92	0	0.00		\$0	0.000	7	Walton
83.0 SR 20			OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou	4.42		D	Existing/Programmed	0.63	18.53	1347	3.79	0	1 00.0		\$0	0.000	7	Walton
84.0 SR 20			Basin Bayou	CR 83A West end	5.56		D	Existing/Programmed	0.12	3.53	2561	7.21	0	0.00		\$0	0.000	7	Walton
85.0 SR 20			CR 83A West end	US 331N/ North Madision Street	2.11		С	Existing/Programmed	-0.82	-24.12	5878	16.55	0	1 00.0		\$0	0.000	7	Walton
87.0 SR 20			US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary)	14.25		С	Existing/Programmed	-0.24	-7.06	2943	8.29	0	1 00.0		\$0	0.000	7	Walton
88.0 SR 20			SR 85N	0.32 mi east of SR 85N	0.31		D	Existing/Programmed	0.05	1.47	10716	30.18	1	33.33		\$0	0.000	7	Okaloosa
91.0 SR 20			N end of Rocky Bayou bridge	S end of Rocky Bayou bridge	0.26		В	Existing/Programmed	-1.27	-37.35	4328	12.19	1	33.33		\$0	0.000	7	Okaloosa
91.0 SR 20			S end of Rocky Bayou bridge	SR 293/ White Point Road	2.16		D	Existing/Programmed	0.31	9.12	13433	37.83	1	33.33		φ0 <b>¢</b> ∩	0.000	7	Okaloosa
92.0 SR 20			SR 293/ White Point Road	1000 ft. W of Walton County Line	1.35			Existing/Programmed	-0.95	-27.94	7169	20.19	1	33.33		φ0 <b>¢</b> ∩	0.000	7	Okaloosa
92.0 SR 20 92.1 SR 20			1000 ft. W of Walton County Line	Walton County Line	0.19			Existing/Programmed	0.05	1.47	920		1	33.33		φ0	0.000	7	Okaloosa





Seg_ID	Road Name	Road Name (Local)	From	То	Len- gth (Ls) (mi)	Bike LOS score	Bike LOS grade	Bike Facility Recommendation	LOS Delta	Normalized (Max 3.4)	Demand	Normalized (Max 35509)	Bike Votes/ Plan	Normalized (Max 3)	Benefit Score	Project Cost	Priority Score	Tier Rank	k County
95.0	SR 285		College Boulevard/ OK-WL Urbanized Area Boundary	Walton County Line	9.33	4.09	D	Existing/Programmed	0.59	17.35	2684	7.56	0	0.00	N/A	\$0	0.000	7	Okaloosa
96.0	SR 285		Okaloosa County Line	Green Acres Drive	6.03	3.97	D	Existing/Programmed	0.47	13.82	74	0.21	0	0.00	N/A	\$0	0.000	7	Walton
96.1	SR 285		Green Acres Drive	SR 10/ US 90	0.71	1.55	В	Existing/Programmed	-1.95	-57.35	61	0.17	0	0.00	N/A	\$0	0.000	7	Walton
97.0	SR 293	Mid Bay Bridge Road	US98 (SR30)	Mid-Bay Bridge (South approach)	0.98	3.33	С	Existing/Programmed	-0.17	-5.00	8464	23.84	0	0.00	N/A	\$0	0.000	7	Okaloosa
98.0	SR 293		Mid-Bay Bridge (South approach)	Toll Plaza	3.79	2.16	В	Existing/Programmed	-1.34	-39.41	3043	8.57	0	0.00	N/A	\$0	0.000	7	Okaloosa
98.1	White Point Road		Olde Post Road	SR 20	1.51	3.76	D	Existing/Programmed	0.26	7.65	10542	29.69	0	0.00	N/A	\$0	0.000	7	Okaloosa
99.0	SR 30 (US 98)		Santa Rosa County Line	Hurlburt Field Gate	5.85	3.66	D	Existing/Programmed	0.16	4.71	17283	48.67	0	0.00	N/A	\$0	0.000	7	Okaloosa
100.0	SR 30 (US 98)		Hurlburt Field Gate	Mary Esther Drive	1.30	3.12	С	Existing/Programmed	-0.38	-11.18	4788	13.48	0	0.00	N/A	\$0	0.000	7	Okaloosa
102.3	SR 30 (US 98)		Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is	0.19	3.63	D	Existing/Programmed	0.13	3.82	5041	14.20	0	0.00	N/A	\$0	0.000	7	Okaloosa
103.0	SR 30 (US 98)		Military Boundary	East Pass Bridge	4.06	3.99	D	Existing/Programmed	0.49	14.41	4549	12.81	0	0.00	N/A	\$0	0.000	7	Okaloosa
104.0	SR 30 (US 98)		East Pass Bridge (West end)	Calhoun Avenue	0.65	1.44	Α	Existing/Programmed	-2.06	-60.59	4333	12.20	0	0.00	N/A	\$0	0.000	7	Okaloosa
109.0	SR 30 (US 98)		Old US 98/ SR 30/ Gulf Pines Rd	600 ft. W of Baytown Avenue	1.51	3.47	С	Existing/Programmed	-0.03	-0.88	6756	19.03	0	0.00	N/A	\$0	0.000	7	Walton
109.2	SR 30 (US 98)		1000 ft. W of Sandestin Lane	Mack Bayou Road	0.57	3.47	С	Existing/Programmed	-0.03	-0.88	3008		0	0.00		\$0	0.000	7	Walton
	SR 30 (US 98)		Mack Bayou Road	CR 30A	1.74			Existing/Programmed	0.15	4.41	3623		0	0.00		\$0	0.000	7	Walton
	SR 30 (US 98)		CR 30A (West end)	FHWA Boundary (East of CR 30A)	0.27		F	Existing/Programmed	2.77	81.47	2250		0	0.00		\$0	0.000	7	Walton
	SR 30 (US 98)		OK-WL FHWA Boundary (East of CR 30A)	Thompson Road/Bishop-Tolbert Road	1.50		г	Existing/Programmed	2.77	81.47	4288		0	0.00	i i	\$0	0.000	7	Walton
	SR 30 (US 98)		Veterans Road	US 331/SR 83	2.47		г	Existing/Programmed	2.82	82.94	3749		0	0.00	i i	\$0	0.000	7	Walton
	SR 30 (US 98)		US 331/ SR 83	CR 395	3.09		_	Existing/Programmed	1.52	44.71	1346		0	0.00		\$0	0.000	7	Walton
	SR 30 (US 98)		CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)	8.02		Е	Existing/Programmed	1.62	47.06	3685		0	0.00		\$0	0.000	7	Walton
	SR 30 (US 98)		Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive	1.26		В	Existing/Programmed	-1.03	-30.29	1760		0	0.00	i i	\$0	0.000	7	Walton
	SR 30 (US 98)		Shore Drive	Bay County Line (OK-WL MPA Boundary)	1.18		_	Existing/Programmed	-0.61	-17.94	1236		0	0.00		\$0	0.000	7	Walton
	SR 397	Eglin Boulevard	SR 85	Edin West Gate	0.90			Existing/Programmed	-0.44	-12.94	6716			0.00	i i	φ0	0.000	7	Okaloosa
	SR 397	John Sims Parkway	Bayshore Drive	SR 190/ Broadway Avenue	0.41		^	Existing/Programmed	-3.14	-92.35	5957	16.78	0	0.00		\$0	0.000	7	Okaloosa
121.0		John Sins r arway	SR 190	SR 85	0.41			Existing/Programmed	-2.21	-65.00	10998		0	0.00		φ0	0.000	7	Okaloosa
	SR 4		Santa Rosa County Line	SR 189	8.12		Α	Existing/Programmed	-3.5	-102.94	753		0	0.00	i i	Φ0	0.000	7	Okaloosa
	SR 4		SR 189	US 90/ SR 10	4.59		С	Existing/Programmed	-5.5	0.00	1441	4.06	0		N/A	φ0 Φ0	0.000	7	Okaloosa
124.0			SR 20	OK-WL MPA Boundary	1.39		^		-2.88	-84.71	108		0	0.00		Φ0	0.000	7	
	SR 81		OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183	11.71			Existing/Programmed  Existing/Programmed	-2.88	-84.71	652	0.30	0	0.00		\$0	0.000	7	Walton
126.0			CR 183										0	0.00		ΦO	0.000	7	
	SR 83 (US 331S)		SR 30/ US 98	Holmes County Line	1.64			Existing/Programmed	-2.23 0.67	-65.59 19.71	193 1657		0	0.00		\$0	0.000	-/	Walton
	,			Chat Holley Road			_	Existing/Programmed					0			\$0		-/	Walton
	SR 83 (US 331S)		Chat Holley Road	Chactawatchee Bay Bridge (south end of span)	0.46		_	Existing/Programmed	2.03	59.71	485		0	0.00		\$0	0.000	-/	Walton
	SR 83 (US 331S)		Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span)	1.45		F	Existing/Programmed	-0.92	-27.06	121		0		N/A	\$0			Walton
	SR 83 (US 331S)		Choctawatchee Bay Bridge (north end of span)	SR 20	6.15		F	Existing/Programmed	2.2	64.71	3739		0	0.00		\$0	0.000		Walton
	SR 83 (US 331)		SR 20	CR 883/Madison Street	5.02		F	Existing/Programmed	1.7	50.00	3123		0	0.00		\$0	0.000		Walton
	SR 83 (US 331)		CR 833/Madison Street	I-10	9.13		D	Existing/Programmed	2.12	62.35	2196		0		N/A	\$0	0.000		Walton
	SR 83 (US 331S)		Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road)	0.28			Existing/Programmed	0.7	20.59	2327		0	0.00		\$0	0.000	7	Walton
	SR 83 (US 331S)		OK-WL MPA Boundary (North of Caswell Road)	CR 185C	4.90		A	Existing/Programmed	-1.26	-37.06	3587		0	0.00		\$0	0.000	7	Walton
	SR 83 (US 331S)		CR 185C	CR 181	9.70		A	Existing/Programmed	-3.5	-102.94	345		0	0.00		\$0	0.000	7	Walton
	SR 83 (US 331S)		CR 181	Alabama State Line	1.55			Existing/Programmed	-3.5	-102.94	81	0.23	0	0.00		\$0	0.000	7	Walton
140.0			12th Avenue	SR 189	1.88			Existing/Programmed	-0.21	-6.18	12996		0	0.00		\$0	0.000	7	Okaloosa
143.0		John Sims Parkway	Government Avenue	SR 85 N	0.66		-	Existing/Programmed	0.05	1.47	10938		0		N/A	\$0	0.000	7	Okaloosa
145.0			College Boulevard	SR 123	3.18		_	Existing/Programmed	3.38	99.41	4606		0	0.00		\$0	0.000	7	Okaloosa
145.1			SR 123	Antioch Road	9.91		-	Existing/Programmed	3.38	99.41	4004		0	0.00		\$0	0.000	7	Okaloosa
146.0			Antioch Road	I-10 (SR 8)	1.75		-	Existing/Programmed	2.8	82.35	11469		0	0.00		\$0	0.000	7	Okaloosa
147.1			Duggan Avenue	Edney Avenue	0.50		C	Existing/Programmed	-0.27	-7.94	8002		0	0.00		\$0	0.000	7	Okaloosa
149.0	SR 85		CR 188/ Old Bethel Road	Cosson Circle	2.91	6.28	F	Existing/Programmed	2.78	81.76	7890	22.22	0	0.00	N/A	\$0	0.000	7	Okaloosa





Seg_ID	Road Name	Road Name (Local)	From	То	Len- gth (Ls) (mi)	Bike LOS score	Bike LOS grade	Bike Facility Recommendation	LOS Delta	Normalized (Max 3.4)	Demand	Normalized (Max 35509)	Bike Votes/ Plan	Normalized (Max 3)	Benefit Score	Project Cost	Priority Score	Tier Rank	k County
149.1	SR 85		Cosson Circle	MPA Boundary (South of Jim Green Road)	0.75	6.52	F	Existing/Programmed	3.02	88.82	1870	5.27	0	0.00	N/A	\$0	0.000	7	Okaloosa
150.0	SR 85		OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line	14.87	2.88	С	Existing/Programmed	-0.62	-18.24	2476	6.97	0	0.00	N/A	\$0	0.000	7	Okaloosa
151.0	SR 85		Okaloosa County Line	Alabama State Line	4.24	2.46	В	Existing/Programmed	-1.04	-30.59	634	1.79	0	0.00	N/A	\$0	0.000	7	Walton
155.0	Hurlburt Rd		CR 20	Landry Street	0.27	2.05	В	Existing/Programmed	-1.45	-42.65	16902	47.60	0	0.00	N/A	\$0	0.000	7	Okaloosa
158.0	Ferry Road		CR 2390	Sudduth Circle	1.06	0	Α	Existing/Programmed	-3.5	-102.94	12163	34.25	0	0.00	N/A	\$0	0.000	7	Okaloosa
160.0	Hughes Street		SR 85	Ferry Road	0.84	2.26	В	Existing/Programmed	-1.24	-36.47	12543	35.32	0	0.00	N/A	\$0	0.000	7	Okaloosa
161.0	Wright Parkway		US 98	SR 389	0.99	0.91	Α	Existing/Programmed	-2.59	-76.18	19857	55.92	0	0.00	N/A	\$0	0.000	7	Okaloosa
162.0	Memorial Parkway		US 98	SR 189	0.99	2.48	В	Existing/Programmed	-1.02	-30.00	20345	57.30	0	0.00	N/A	\$0	0.000	7	Okaloosa
163.0	Mid-Bay Bridge Connector		Toll Plaza	Ridge Road	2.81	2.83	С	Existing/Programmed	-0.67	-19.71	6736	18.97	0	0.00	N/A	\$0	0.000	7	Okaloosa
164.0	Matthew Boulevard		Old Hwy 98	US 98	0.36	1.05	Α	Existing/Programmed	-2.45	-72.06	7165	20.18	0	0.00	N/A	\$0	0.000	7	Okaloosa
2.0	Bay St		Duggan Ave	Randolph Court	0.33	2.19	В	LOS MET	-1.31	-38.53	7053	19.86	0	0.00	N/A	\$0	0.000	8	Okaloosa
2.1	Bay St		Randolph Court	Edney Avenue	0.21	0.36	Α	LOS MET	-3.14	-92.35	7084	19.95	0	0.00	N/A	\$0	0.000	8	Okaloosa
2.2	Bay St		Edney Avenue	Griffith Avenue	0.23	1.67	В	LOS MET	-1.83	-53.82	7556	21.28	0	0.00	N/A	\$0	0.000	8	Okaloosa
3.0	Chat Holley Rd		CR 393	US 331	3.24	2.61	С	LOS MET	-0.89	-26.18	4377	12.33	0	0.00	N/A	\$0	0.000	8	Walton
13.0	CR 2376 (Niceville)	Palm Boulevard	Bay Shore Drive	John Sims Parkway (SR 20)	1.72	2.76	С	LOS MET	-0.74	-21.76	19028	53.59	1	33.33	N/A	\$0	0.000	8	Okaloosa
20.0	CR 283		CR 30A	Urbanized Area Boundary	0.18	3.1	С	LOS MET	-0.4	-11.76	805	2.27	0	0.00	N/A	\$0	0.000	8	Walton
22.0	CR 30A		US 98	CR 393	3.52	3.46	С	LOS MET	-0.04	-1.18	5190	14.62	0	0.00	N/A	\$0	0.000	8	Walton
23.3	CR 30A		Buttercup Street	Western Lake Drive	0.25	3.41	С	LOS MET	-0.09	-2.65	854	2.41	0	0.00	N/A	\$0	0.000	8	Walton
23.4	CR 30A		Western Lake Drive	CR 395	0.87	3.41	С	LOS MET	-0.09	-2.65	994	2.80	0	0.00	N/A	\$0	0.000	8	Walton
25.0	CR 30B	Benning Drive	US 98 (SR 30)	Legion Drive (Destin)	0.35	2.59	С	LOS MET	-0.91	-26.76	12614	35.52	0	0.00	N/A	\$0	0.000	8	Okaloosa
26.0	CR 393		CR 30A	Urbanized Boundary	0.75	3.28	С	LOS MET	-0.22	-6.47	1646	4.64	0	0.00	N/A	\$0	0.000	8	Walton
33.0	CR 83		CR 30A	Urbanized Area Boundary	0.63	1.64	В	LOS MET	-1.86	-54.71	883	2.49	0	0.00	N/A	\$0	0.000	8	Walton
34.0	CR 83		Urbanized Boundary Area	US 98	1.43	2.21	В	LOS MET	-1.29	-37.94	1989.00	5.60	0	0.00	N/A	\$0	0.000	8	Walton
35.0	CR 83 A		SR 20	4 Mile Road	8.21	1.81	В	LOS MET	-1.69	-49.71	8370.00	23.57	0	0.00	N/A	\$0	0.000	8	Walton
35.1	CR 83 A		4 Mile Road	SR 20	0.37	1.78	В	LOS MET	-1.72	-50.59	3287.00	9.26	0	0.00	N/A	\$0	0.000	8	Walton
36.0	CR 883		SR 20	Freeport City Limits/ Pine Street	2.24	2.82	С	LOS MET	-0.68	-20.00	6312.00	17.78	0	0.00	N/A	\$0	0.000	8	Walton
38.1	Denton Boulevard		Bob Sikes Road	SR 188	0.25	2.52	С	LOS MET	-0.98	-28.82	19293	54.33	0	0.00	N/A	\$0	0.000	8	Okaloosa
41.0	Hutchinson St		Old Hwy 98	US 98	0.42	3.41	С	LOS MET	-0.09	-2.65	7897	22.24	2	66.67	N/A	\$0	0.000	8	Okaloosa
42.0	James L Lee Rd		Pocahontas Dr	SR 188	0.79	2.18	В	LOS MET	-1.32	-38.82	19867	55.95	0	0.00	N/A	\$0	0.000	8	Okaloosa
43.0	John King Rd		SR 85	Windsor Cir	1.80	2.62	С	LOS MET	-0.88	-25.88	10542	29.69	0	0.00	N/A	\$0	0.000	8	Okaloosa
44.0	Legion Dr		Benning Dr	Beach Drive	0.27	3.11	С	LOS MET	-0.39	-11.47	12928	36.41	0	0.00	N/A	\$0	0.000	8	Okaloosa
44.1	Legion Dr		Beach Drive	Main St	0.42	3.4	С	LOS MET	-0.1	-2.94	13801	38.87	0	0.00	N/A	\$0	0.000	8	Okaloosa
47.0	Main Street (Destin)		US 98 (SR30)	Airport Road	0.52	3.35	С	LOS MET	-0.15	-4.41	13112	36.93	0	0.00	N/A	\$0	0.000	8	Okaloosa
48.0	Monahan Dr		South Ave	Eglin Pkwy	0.80	0.96	Α	LOS MET	-2.54	-74.71	12384	34.88	0	0.00	N/A	\$0	0.000	8	Okaloosa
49.0	Old Hwy 98		west end	W of Grand Palms Boulevard	1.17	3.49	С	LOS MET	-0.01	-0.29	10757	30.29	0	0.00	N/A	\$0	0.000	8	Okaloosa
49.1	Old Hwy 98		W of Grand Palms Boulevard	Ocean Boulevard	0.38	3.33	С	LOS MET	-0.17	-5.00	6170	17.38	0	0.00	N/A	\$0	0.000	8	Okaloosa
49.2	Old Hwy 98		Ocean Boulevard	Miami Street	1.79	3.45	С	LOS MET	-0.05	-1.47	9858	27.76	0	0.00	N/A	\$0	0.000	8	Both
51.0	Pocahontas Drive		James L Lee Rd	South Avenue	0.35	2.45	В	LOS MET	-1.05	-30.88	12854	36.20	0	0.00	N/A	\$0	0.000	8	Okaloosa
51.1	South Avenue		Pocahontas Drive	Eglin Pkwy	0.61	2.06	В	LOS MET	-1.44	-42.35	11202	31.55	0	0.00	N/A	\$0	0.000	8	Okaloosa
93.0	SR 285	Partin Drive	SR 20	Swift Creek Bridge (South end)	1.06	3.39	С	LOS MET	-0.11	-3.24	16531	46.55	0	0.00	N/A	\$0	0.000	8	Okaloosa
94.0	SR 285		Swift Creek Bridge (South end)	College Boulevard. OK-WL Urbanized Area Boundary	0.74	3.31	С	LOS MET	-0.19	-5.59	9788	27.56	0	0.00		\$0	0.000	8	Okaloosa
101.2	SR 30 (US 98)		Western Leg SR 85	Eastern Leg SR 85/Florida Place	0.27	2.39	В	LOS MET	-1.11	-32.65	13677	38.52	1	33.33	N/A	\$0	0.000	8	Okaloosa
136.0	SR 85		US 98 (SR 30)	1st Street	0.23	2.83	С	LOS MET	-0.67	-19.71	13338	37.56	0	0.00	N/A	\$0	0.000	8	Okaloosa
153.0	Airmens Memorial Rd		Live Oak Church Rd	Kensington Ln	1.19	1.24	Α	LOS MET	-2.26	-66.47	5887	16.58	0	0.00	N/A	\$0	0.000	8	Okaloosa
156.0	Hurlburt Rd		Landry Street	SR 189	0.50	2.99	С	LOS MET	-0.51	-15.00	20617	58.06	0	0.00	N/A	\$0	0.000	8	Okaloosa
157.0	Ferry Road		Perry Avenue	CR 2390	0.37	1.59	В	LOS MET	-1.91		13078		0	0.00	i i	\$0	0.000	8	Okaloosa





Seg	ID Road Nam	е	Road Name (Local)	From		То	Len- gth (Ls) (mi)	Bike LOS score	Bike LOS grade	Bike Facility Recommendation	LOS Delta	Normalized (Max 3.4)	Demand	Normalized (Max 35509)	Bike Votes/ Plan	Normalized (Max 3)	Benefit Score	Project Cost	Priority Score	Tier Ra	ank County
159	0 Hughes Street			SR 189	SR 85		0.25	1.94	В	LOS MET	-1.56	-45.88	10296	29.00	1	33.33	N/A	\$0	0.000	8	Okaloosa
14	0 SR 85			SR 189	SR 190		5.00	N/A	UC	Under Construction	N/A	0.00	9545	26.88	C	0.00	9.408	N/A	UC	9	Okaloosa





Seg_ID	Road Name	Road Name (Local)	From	To gth (Ls. (Ls. (m)	LC		Ped LOS grade	Ped Facility Recommendation	LOS Delta	Normalized (Max 3.6)	Demand	Normalized (Max 35509)	Ped Votes/Plan Plan	Normalized (Max 2)	Benefit Score	2-side Project Cost	Priority Score	Tier tier	Rank	County
139.0	SR 85		SR 188/ Racetrack Road/ 4th Avenue	W end of bridge 0.	18	3.87	D	Add Sidewalk 1	0.37	10.36	7410	20.87	0	C	11.449	\$2,581	443.536	1	P1	Okaloosa
102.3	SR 30 (US 98)		Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is 0.	19	4.26	D	Add Sidewalk 1	0.76	21.29	5041	14.20	0	С	N/A	\$5,450	247.433	1	P2	Okaloosa
68.0	SR 145	Perry Street	US98 (SR30)	SR85/ Eglin Parkway 0.	51	4.46	D	Add Sidewalk 1	0.96	26.89	14657	41.28	0	C	N/A	\$14,628	172.295	1	P3	Okaloosa
10.0	CR 20	Martin Luther King Jr. Boulevard	Lovejoy Road	Ajax Drive 0.	17	5.13	E	Add Sidewalk 1	1.63	45.66	8537	24.04	0	C	26.678	\$24,380	109.426	1	P4	Okaloosa
102.2	SR 30 (US 98)		Santa Rosa Boulevard	Pier Road 0.	34	4.65	Е	Add Sidewalk 1	1.15	32.21	7753	21.83	0	C	N/A	\$19,504	105.246	1	P5	Okaloosa
139.2	SR 85		E end of bridge	12th Avenue 0.	91	3.93	D	Add Sidewalk 1	0.43	12.04	10930	30.78	0	C	15.591	\$19,576	79.646	1	P6	Okaloosa
102.1	SR 30 (US 98)		Perry Avenue	Santa Rosa Boulevard 0.	54	5.62	F	DCSN	2.12	59.38	12512	35.24	0	С	36.086	\$63,839	56.527	1	P7	Okaloosa
18.1	CR 2390		Memorial Parkway	SR 189 1.	05	4.26	D	Add Sidewalk 1	0.76	21.29	24128	67.95	2	100	N/A	\$112,936	50.734	1	P8	Okaloosa
147.0	SR 85		I-10 (SR8)	Duggan Avenue 1.	31	4.92	E	Add Sidewalk 1	1.42	39.78	10559	29.74	0	С	26.318	\$56,361	46.696	1	P9	Okaloosa
92.1	SR 20		1000 ft. W of Walton County Line	Walton County Line 0.	19	4.88	E	Add Sidewalk 2	1.38	38.66	920	2.59	1	50	28.869	\$66,182	43.620	1	P10	Okaloosa
138.1	SR 85		Perry Avenue	S end of bridge 1.	13	3.92	D	Add Sidewalk 1	0.42	11.76	17449	49.14	0	С	21.905	\$56,719	38.620	1	P11	Okaloosa
14.0	CR 2376 (Niceville)		SR 20	SR 285 0.	48	4.24	D	Add Sidewalk 1	0.74	20.73	16641	46.86	0	С	N/A	\$68,837	35.873	1	P12	Okaloosa
90.1	SR 20		Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge 1.	81	5.39	Е	Add Sidewalk 1	1.89	52.94	20262	57.06	1	50	53.648	\$168,723	31.797	1	P13	Okaloosa
148.1	SR 85		Jones Road	Garden Street 0.	62	5.13	Е	Add Sidewalk 1	1.63	45.66	9515	26.80	0	C	27.642	\$88,915	31.088	1	P14	Okaloosa
91.0	SR 20		N end of Rocky Bayou bridge	S end of Rocky Bayou bridge 0.	26	5.32	Е	DCSN	1.82	50.98	4328	12.19	1	50	37.158	\$122,949	30.222	1	P15	Okaloosa
78.0	SR 189	Beal Parkway	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road 1.	47	6.22	F	Add Sidewalk 1	2.72	76.19	26403	74.36	0	C	N/A	\$189,733	29.779	1	P16	Okaloosa
73.1	SR 189	Lewis Turner Boulevard	Roberts Boulevard	Mooney Road 0.	78	5.34	E	Add Sidewalk 2	1.84	51.54	11680	32.89	0	C	N/A	\$135,848	23.651	1	P17	Okaloosa
12.0	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Hurlburt Field Road	Green Acres Drive 0.	48	4.61	E	Add Sidewalk 1	1.11	31.09	16829	47.39	0	C	29.025	\$137,675	21.082	1	P18	Okaloosa
38.1	Denton Boulevard		Bob Sikes Road	SR 188 0.	25	4.01	D	DCSN	0.51	14.29	19293	54.33	0	C	N/A	\$118,221	20.919	1	P19	Okaloosa
2.0	Bay St		Duggan Ave	Randolph Court 0.	33	3.59	D	Add Sidewalk 1	0.09	2.52	7053	19.86	0	С	7.960	\$47,326	16.820	1	P20	Okaloosa
127.1	SR 83 (US 331S)		Chat Holley Road	Choctawatchee Bay Bridge (south end of span) 0.	46	5.31	Е	Add Sidewalk 1	1.81	50.70	485	1.37	0	С	20.758	\$131,938	15.733	1	P21	Walton
94.0	SR 285		Swift Creek Bridge (South end)	College Boulevard. OK-WL Urbanized Area Boundary 0.	74	4.1	D	Add Sidewalk 1	0.60	16.81	9788	27.56	0	C	N/A	\$106,124	15.426	1	P22	Okaloosa
12.1	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Green Acres Drive	SR 189 0.	76	4.57	E	Add Sidewalk 1	1.07	29.97	21476	60.48	0	C	33.157	\$217,985	15.211	1	P23	Okaloosa
19.0	CR 2390		SR 85	Terminus 0.	96	4.13	D	Add Sidewalk 1	0.63	17.65	13718	38.63	0	C	20.580	\$137,675	14.948	1	P24	Okaloosa
9.0	CR 20	Hill Avenue	Hollywood Boulevard	Lovejoy Road 0.	73	5.21	Е	Add Sidewalk 1	1.71	47.90	11317	31.87	0	C	30.314	\$209,380	14.478	1	P25	Okaloosa
45.0	Lewis St/Mayflower Ave		SR 189	James L Lee Rd 1.	27	3.71	D	Add Sidewalk 1	0.21	5.88	23445	66.03	0	С	25.462	\$182,132	13.980	1	P26	Okaloosa
38.0	Denton Boulevard		Mayflower Avenue	Bob Sikes Road 0.	50	4.42	D	DCSN	0.92	25.77	20672	58.22	0	С	N/A	\$236,441	12.977	1	P27	Okaloosa
53.0	Santa Rosa Boulevard		Eglin AFB Boundary	US 98 (SR30) 2.	18	4.51	Е	Add Sidewalk 1	1.01	28.29	18314	51.58	0	С	29.368	\$281,372	10.437	1	P28	Okaloosa
148.2	SR 85		Garden Street	CR 188/ Old Bethel Road 0.	51	5.04	Е	DCSN	1.54	43.14	7149	20.13	0	С	24.301	\$241,170	10.076	1	P29	Okaloosa
52.1	Rocky Bayou Dr		Forest Rd	Huntington Rd 1.	00	4.17	D	Add Sidewalk 1	0.67	18.77	6295	17.73	1	50	26.212	\$286,822	9.139	2	P30	Okaloosa
111.0	SR 30 (US 98)		CR 30A (West end)	FHWA Boundary (East of CR 30A) 0.	27	5.29	E	DCSN	1.79	50.14	2250	6.34	0	C	22.274	\$255,356	8.723	2	P31	Walton
64.1	SR 10 (US 90)		Shoemaker Drive	US 331S 1.	32	4.44	D	Add Sidewalk 1	0.94	26.33	4941	13.91	0	C	N/A	\$189,303	8.136	2	P32	Walton
131.0	SR 83 (US 331S)		I-10/ SR 8	US 90/ SR 10 2.	07	3.73	D	Add Sidewalk 1	0.23	6.44	4527	12.75		C	7.039	\$89,058	7.904	2	P33	Walton
13.0	CR 2376 (Niceville)	Palm Boulevard	Bay Shore Drive	John Sims Parkway (SR 20) 1.	72	3.91	D	Add Sidewalk 1	0.41	11.48	19028	53.59	1	50	35.849	\$456,334	7.856	2	P34	Okaloosa
32.2	CR 457	Mack Bayou	N of Wild Briar Drive	Harborview Road 0.	64	4.49	D	Add Sidewalk 1	0.99	27.73	3112	8.76	0	С	14.160	\$183,566	7.714	2	P35	Walton
104.0	SR 30 (US 98)		East Pass Bridge (West end)	Calhoun Avenue 0.	65	5.16	Е	DCSN	1.66	46.50	4333	12.20	0	C	22.870	\$307,373	7.441	2	P36	Okaloosa
14.1	CR 2376 (Niceville)		SR 285	College Boulevard 0.	69	4.42	D	DCSN	0.92	25.77	13932	39.24	0	C	24.040	\$326,289	7.368	2	P37	Okaloosa
106.0	SR 30 (US 98)		Emerald Coast Parkway/ Old US98	Matthew Blvd 2.	03	5.94	F	DCSN	2.44	68.35	14239	40.10	2	100	N/A	\$911,953	7.278	2	P38	Okaloosa
49.3	Old Hwy 98		Miami Street	Pedestrian Overpass 1 0.	37	4.2		DCSN	0.70	19.61	4776	13.45	0	C	12.551	\$174,966	7.173	2	P39	Walton
91.1	SR 20		S end of Rocky Bayou bridge	SR 293/ White Point Road 2.	16	4.86	Е	DCSN	1.36	38.10	13433	37.83	1	50	40.979	\$612,855	6.686	2	P40	Okaloosa
107.0	SR 30 (US 98)		Matthew Blvd	Kel-Wen Circle 0.	80	4.86	Е	DCSN	1.36	38.10	11045	31.10	1	50	38.625	\$586,374	6.587	2	P41	Okaloosa
75.0	SR 189		SR 85	Eglin Boulevard/ SR 397 0.	51	4.13	D	Add Sidewalk 2	0.63	17.65	4687	13.20	0	C	11.679	\$177,647	6.574	2	P42	Okaloosa
60.0	SR 10 (US 90)		SR 85/ Ferdon Boulevard	Sikes Drive 1.	43	4.44	D	Add Sidewalk 1	0.94	26.33	16318	45.95	0	C	26.616	\$410,155	6.489	2	P43	Okaloosa
100.0	SR 30 (US 98)		Hurlburt Field Gate	Mary Esther Drive 1.	30	5.18	E	Add Sidewalk 1	1.68	47.06	4788	13.48	0	C	23.543	\$372,869	6.314	2	P44	Okaloosa
24.0	CR 30A		CR 395	Eastern Lake Road 1.	60	4.61	E	Add Sidewalk 1	1.11	31.09	1311	3.69	0	C	N/A	\$229,458	5.983	2	P45	Walton
132.1	SR 83 (US 331S)		Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road) 0.	28	4.61	E	DCSN	1.11	31.09	2327	6.55	0	C	14.731	\$264,814	5.563	2	P46	Walton
149.1	SR 85		Cosson Circle	MPA Boundary (South of Jim Green Road) 0.	75	6.75		DCSN	3.25	91.04	1870	5.27	0	C	38.258	\$709,323	5.394	2	P47	Okaloosa
52.0	Rocky Bayou Dr		SR 20	Forest Rd 0.	68	3.79	D	Add Sidewalk 1	0.29	8.12	7051	19.86	0	C	10.199	\$195,039	5.229	2	P48	Okaloosa
15.0	CR 2386	Lovejoy Road	Hill Avenue	Mary Esther Boulevard 1.	12	4.39	D	DCSN	0.89	24.93	17616	49.61	0	C	27.335	\$529,628	5.161	2	P49	Okaloosa
142.0	SR 85	Government Avenue	SR 190	SR 397/ John Sims Parkway 0.	78	3.99	D	DCSN	0.49	13.73	9635	27.13	0	C	14.987	\$295,078	5.079	2	P50	Okaloosa
64.0	SR 10 (US 90)		SR 187/ US 331	Shoemaker Drive 0.	56	4.08	D	Add Sidewalk 2	0.58	16.25	3325	9.36	0	C	9.776	\$195,064	5.012	2	P51	Walton





Seg_ID	Road Name	Road Name (Local)	From	Le To gt (L' (m	th .s) s	Ped LOS score	Ped LOS grade	Ped Facility Recommendation	LOS Delta	Normalized (Max 3.6)	Demand	Normalized (Max 35509)	Ped Votes/Plan Plan	Normalized (Max 2)	Benefit Score	2-side Project Cost	Priority Score	Tier tier	Rank	County
98.1	White Point Road		Olde Post Road	SR 20 1	1.51	5.64	F	DCSN	2.14	59.94	10542	29.69	0	0	34.368	\$714,052	4.813	2	P52 (	Okaloosa
11.0	CR 20		Ajax Drive	Hurlburt Field Road 2	2.02	4.89	Е	Add Sidewalk 2	1.39	38.94	16264	45.80	0	0	31.605	\$703,623	4.492	2	P53	Okaloosa
56.0	SR 10 (US 90)		OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road	0.22	4.21	D	DCSN	0.71	19.89	1247	3.51	0	0	9.184	\$208,068	4.414	2	P54 (	Okaloosa
40.0	General Bond Road	NOT ON FDOT BASE - Added Manually	SR 189	SR 85 1	1.16	4.88	E	Add Sidewalk 2	1.38	38.66	2201	6.20	0	0	17.632	\$404,060	4.364	2	P55 (	Okaloosa
20.0	CR 283		CR 30A	Urbanized Area Boundary 0	0.18	3.76	D	DCSN	0.26	7.28	805	2.27	0	0	N/A	\$85,119	4.355	2	P56 \	Walton
23.0	CR 30A		CR 393	Mary Street 0	0.37	3.85	D	DCSN	0.35	9.80	1134	3.19	0	0	N/A	\$139,973	3.600	2	P57 \	Walton
107.1	SR 30 (US 98)		Kel-Wen Circle	Walton County Line 1	1.22	5.98	F	DCSN	2.48	69.47	12100	34.08	0	0	39.714	\$1,153,832	3.442	2	P58 (	Okaloosa
55.0	SR 10 (US 90)		SR 4/ Baker Highway	, i	0.60	4.04	D	Add Sidewalk 2	0.54	15.13	1047	2.95	0	0	7.082	\$208,997	3.389	3 F	P59 (	Okaloosa
57.0	SR 10 (US 90)		0.22 mi west of CR 4/ Antioch Road		0.22	3.98	D	DCSN	0.48	13.45	1596	4.49	0	0	6.951	\$208,068	3.341			Okaloosa
103.0	SR 30 (US 98)		Military Boundary	,	4.06	5.92	F	Add Sidewalk 1	2.42	67.79	4549	12.81	0	0	31.599	\$1,164,497	2.714			Okaloosa
	SR 85		SR 20	Ĭ I	0.89	4.28	D	DCSN	0.78	21.85	9453	26.62	0	0	18.057	\$673,384	2.682			Okaloosa
99.0	SR 30 (US 98)		Santa Rosa County Line		5.85	5.98	D D	Add Sidewalk 1	2.48	69.47	17283	48.67	0	0	44.822	\$1,677,909	2.671			Okaloosa
	CR 2390		Cristobal Road		0.52	3.56	D	DCSN	0.06	1.68	12530	35.29	0	0	13.023	\$491,797	2.648			Okaloosa
152.0	Stillwell Blvd		SR 85		1.57	4	D	DCSN	0.50	14.01	13175	37.10	0	0	N/A	\$742,425	2.504			Okaloosa
86.0	SR 20		US 331N/ North Madision Street		1.01	3.94		DCSN	0.44	12.32	4573	12.88	0	0	9.437	\$382,089	2.470			Walton
	SR 85		Antioch Road		1.75	6.03	F	DCSN	2.53	70.87	11469	32.30	0	0	39.652	\$1,655,087	2.396		P67 (	Okaloosa
	SR 30 (US 98)		Mack Bayou Road		1.74	5.7	· F	DCSN	2.20	61.62	3623	10.20	0	0	28.221	\$1,193,081	2.365			Walton
74.0	SR 189	Lewis Turner Boulevard	Mooney Road		3.60	5.45	D	Add Sidewalk 2	1.95	54.62	7634	21.50	0	0	29.373	\$1,253,981	2.342			Okaloosa
	CR 188	Old Bethel Road	Jones Road		0.59 1.07	4.13	D	DCSN	0.63	17.65	6021	16.96	0	0	12.994	\$558,001	2.329		1	Okaloosa
5.0	College Blvd		SR 285			3.72	F	Add Sidewalk 1	0.22	6.16	4574	12.88	0	0	6.973	\$306,900	2.272			Okaloosa
	P.J. Adams Pkwy		CR 4/ Antioch Road		1.87	5.84	D	DCSN	2.34	65.55	13929	39.23	0	0	39.948	\$1,768,579	2.259	1	1	Okaloosa
	CR 395		CR 30A		0.77	4.15	E	DCSN	0.65	18.21	877	2.47	0	0	8.147	\$364,119	2.238			Walton
	CR 883		Freeport City Limits/ Pine Street		2.66 1.97	5.18	D	Add Sidewalk 2	1.68 0.98	47.06 27.45	1622	4.57	0	0	20.422	\$926,552	2.204		1	Walton
65.0	SR 10 (US 90)		Baldwin Avenue		1.79	4.48 3.55		Add Sidewalk 2		1.40	3562 9858	10.03	0	0	14.491	\$686,206	2.112			Walton
49.2 32.1	Old Hwy 98 CR 457	Mack Bayou	Ocean Boulevard  East Mack Bayou Drive		0.76	4.49	D	DCSN DCSN	0.05	27.73	3255	27.76 9.17	0		10.277	\$507,875 \$718,781	2.024 1.990			Both Walton
	SR 30 (US 98)	IMACK BAYOU	OK-WL FHWA Boundary (East of CR 30A)		1.50	5.29	E	DCSN	1.79	50.14	4288	12.08	0		24.283	\$1,312,248	1.850			Walton
	Mid-Bay Bridge Connector		Toll Plaza		2.81	4.51	E	Add Sidewalk 2	1.75	28.29	6736	18.97	0	0	17.956	\$978.802	1.834			Okaloosa
	SR 30 (US 98)		Okaloosa County Line	130	3.15	6.12	F	DCSN	2.62	73.39	14263	40.17	0	0	43.414	\$2,383,325	1.822			Walton
	SR 85		12th Avenue		1.88	5.09	E	DCSN	1.59	44.54	12996	36.60	0	0	30.625	\$1,778,036	1.722			Okaloosa
	SR 397	Eglin Boulevard	SR 85		0.90	4.15	D	DCSN	0.65	18.21	6716	18.91	0	0	13.903	\$851,188	1.633			Okaloosa
26.0		Egiii Bodiovara	CR 30A			3.85	D	DCSN	0.35			4.64	0	0	5.544		1.563			Walton
31.0			P.J. Adams Pkwy	·		5.39	E	DCSN	1.89	52.94		30.59	0	0	31.884		1.519		1	Okaloosa
23.1			Mary Street		1.87	4.53	E	DCSN	1.03	28.85	1835	5.17	0	0	N/A	\$884,289	1.510			Walton
36.0			SR 20		2.24	3.81	D	Add Sidewalk 1	0.31	8.68	6312	17.78	0	0	9.695	\$642,481	1.509			Walton
67.0			SR 85			5.74	F	Add Sidewalk 2	2.24	62.75	768	2.16	0	0	25.855		1.509			Okaloosa
145.0			College Boulevard			7.07	F	DCSN	3.57	100.00		12.97	0	0	44.540		1.481			Okaloosa
	SR 190	Valparaiso Boulevard	SR 85			3.55	D	DCSN	0.05	1.40	7923	22.31	0	0	8.370	\$576,916	1.451			Okaloosa
	CR 1719	College Boulevard	SR 85	·	2.05	4.34	D	DCSN	0.84	23.53	10941	30.81	0	0	20.196	\$1,454,112	1.389			Okaloosa
	SR 83 (US 331S)		Choctawatchee Bay Bridge (north end of span)		6.15	5.23	E	Add Sidewalk 1	1.73	48.46	3739	10.53	0	0	23.069		1.308			Walton
	SR 10 (US 90)		Okaloosa County Line	SR 285 2	2.68	4.55	Е	Add Sidewalk 2	1.05	29.41	327	0.92	0	0	12.087	\$933,519	1.295	4 1	1	Walton
	SR 10 (US 90)		OK-WL MPA Boundary (County Highway 183)	Holmes County Line 2	2.14	4.16	D	Add Sidewalk 2	0.66	18.49	2265	6.38	0	0	9.627	\$745,422	1.292	4 1	P93 \	Walton
27.0			US 98		1.02	4.36	D	DCSN	0.86	24.09	2821	7.94	0	0	12.416	\$964,679	1.287			Walton
32.0	CR 457	Mack Bayou	US 98 (SR 30)		0.81	4.05	D	DCSN	0.55	15.41	2912	8.20	0	0	9.033	\$766,069	1.179	4	P95 \	Walton
26.1	CR 393		Urbanized Boundary	US 98 1	1.11	4.3	D	DCSN	0.80	22.41	2835	7.98	0	0	11.758	\$1,049,798	1.120	4	P96 \	Walton
128.0	SR 83 (US 331S)		Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span) 1	1.45	4.84	E,	DCSN	1.34	37.54	121	0.34	0	0	15.133	\$1,371,358	1.104	4	P97 \	Walton
8.0	CR 188	Airport Road	SR 85	John Givens Road 1	1.52	4.27	D	DCSN	0.77	21.57	6586	18.55	0	0	15.119	\$1,437,561	1.052	4	P98 (	Okaloosa
21.0	CR 283		Urbanized Area Boundary	US 98 1	1.52	4.08	D	DCSN	0.58	16.25	1063	2.99	0	0	N/A	\$718,781	1.050	4	P99 \	Walton
60.1	SR 10 (US 90)		Sikes Drive	Fairchild Road 1	1.82	4.51	E	DCSN	1.01	28.29	6422	18.09	0	0	17.646	\$1,721,290	1.025	4	P100 (	Okaloosa
149.0	SR 85		CR 188/ Old Bethel Road	Cosson Circle 2	2.91	5.28	E	DCSN	1.78	49.86	7890	22.22	0	0	27.721	\$2,752,173	1.007		P101 (	Okaloosa
113.1	SR 30 (US 98)		Veterans Road	US 331/SR 83 2	2.47	5.14	E	DCSN	1.64	45.94	3749	10.56	0	0	22.071	\$2,336,037	0.945	4	P102 \	Walton





Seg_ID	Road Name	Road Name (Local)	From	To gr (L (n	th .s) s	Ped LOS score	Ped LOS grade	Ped Facility Recommendation	LOS Delta	Normalized (Max 3.6)	Demand	Normalized (Max 35509)	Ped Votes/Plan Plan	Normalized (Max 2)	Benefit Score	2-side Project Cost	Priority Score	Tier tier	Rank	County
39.0	Forest Rd		Rocky Bayou Dr	College Blvd	1.34	3.87	D	DCSN	0.37	10.36	7169	20.19	0	0	11.212	\$1,267,324	0.885	4	P103	Okaloosa
58.0	SR 10 (US 90)		CR 4/ Antioch Road	Old Bethel Road	1.63	4.2	D	DCSN	0.70	19.61	5783	16.29	0	0	13.543	\$1,541,595	0.879	4	P104	Okaloosa
154.0	Valley Rd		US 90	Reinke Dr	1.90	3.96	D	DCSN	0.46	12.89	10693	30.11	0	0	15.694	\$1,796,952	0.873	4	P105	Okaloosa
46.0	Live Oak Church Rd		SR 85	John King Rd	1.98	4.06	D	DCSN	0.56	15.69	10146	28.57	0	0	16.275	\$1,872,613	0.869	4	P106	Okaloosa
98.0	SR 293		Mid-Bay Bridge (South approach)	Toll Plaza	3.79	6	F	DCSN	2.50	70.03	3043	8.57	0	0	31.011	\$3,584,446	0.865	4	P107	Okaloosa
81.0	SR 20		Okaloosa County Line	Eagle Creek	1.50	4.48	D	DCSN	0.98	27.45	897	2.53	0	0	11.865	\$1,418,646	0.836	4	P108	Walton
23.2	CR 30A		CR 83	Buttercup Street 3	3.68	4.53	E	DCSN	1.03	28.85	2616	7.37	0	0	N/A	\$1,740,206	0.811	4	P109	Walton
84.0	SR 20		Basin Bayou	CR 83A West end	5.56	4.65	E	Add Sidewalk 2	1.15	32.21	2561	7.21	0	0	15.409	\$1,936,704	0.796	4	P110	Walton
69.0	SR 187 (US 331N)		SR 10/ US 90	OK-WL MPA Boundary(north of Bob McCaskill Drive)	2.09	4.27	D	DCSN	0.77	21.57	4995	14.07	0	0	13.551	\$1,976,647	0.686	4	P111	Walton
22.0	CR 30A		US 98	CR 393	3.52	3.96	D	DCSN	0.46	12.89	5190	14.62	0	0	10.270	\$1,498,090	0.686	4	P112	Walton
24.1	CR 30A		Eastern Lake Road	W end of Alys Beach	4.83	4.54	E	DCSN	1.04	29.13	3665	10.32	0	0	N/A	\$2,284,020	0.668	4	P113	Walton
30.0	CR 4	Antioch Road	SR 10 (US90)	P.J. Adams Pkwy	3.40	4.7	E	DCSN	1.20	33.61	6967	19.62	0	0	20.313	\$3,215,598	0.632	4	P114	Okaloosa
116.0	SR 30 (US 98)		Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive	1.26	3.99	D	DCSN	0.49	13.73	1760	4.96	0	0	7.225	\$1,191,663	0.606	4	P115	Walton
71.1	SR 187 (US 331N)		Webster Lane	Alabama State Line	1.76	4.32	D	DCSN	0.82	22.97	492	1.39	0	0	9.673	\$1,664,545	0.581	4	P116	Walton
85.0	SR 20		CR 83A West end	US 331N/ North Madision Street	2.11	3.98	D	DCSN	0.48	13.45	5878	16.55	0	0	11.172	\$1,995,562	0.560	5	P117	Walton
114.0	SR 30 (US 98)		US 331/ SR 83	CR 395	3.09	4.78	E	DCSN	1.28	35.85	1346	3.79	0	0	15.668	\$2,922,411	0.536	5	P118	Walton
124.0	SR 81		SR 20	OK-WL MPA Boundary	1.39	4.07	D	DCSN	0.57	15.97	108	0.30	0	0	6.493	\$1,314,612	0.494	5	P119	Walton
29.0	CR 395		Urbanized Boundary	US 98 2	2.19	3.55	D	Add Sidewalk 2	0.05	1.40	1275	3.59	0	0	1.817	\$381,419	0.476	5	P120	Walton
145.1	SR 85		SR 123	Antioch Road 9	9.91	7.07	F	DCSN	3.57	100.00	4004	11.28	0	0	43.947	\$9,372,521	0.469	5	P121	Okaloosa
129.0	SR 83 (US 331)		SR 20	CR 883/Madison Street	5.02	5.18	Е	DCSN	1.68	47.06	3123	8.79	0	0	21.902	\$4,747,735	0.461	5	P122	Walton
96.1	SR 285		Green Acres Drive	SR 10/ US 90	0.71	3.74	D	DCSN	0.24	6.72	61	0.17	0	0	2.749	\$671,492	0.409	5	P123	Walton
135.0	SR 83 (US 331S)		CR 181	Alabama State Line	1.55	3.89	D	DCSN	0.39	10.92	81	0.23	0	0	4.450	\$1,465,934	0.304	5	P124	Walton
83.0	SR 20		OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou 4	4.42	4.44	D	DCSN	0.94	26.33	1347	3.79	0	0	11.860	\$4,180,277	0.284	5	P125	Walton
61.0	SR 10 (US 90)		Fairchild Road	Walton County Line	7.62	4.5	D	DCSN	1.00	28.01	2419	6.81	0	0	13.589	\$4,930,491	0.276	5	P126	Okaloosa
115.0	SR 30 (US 98)		CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)	8.02	5	E	DCSN	1.50	42.02	3685	10.38	0	0	20.439	\$7,585,027	0.269	5	P127	Walton
82.0	SR 20		Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)	3.15	4.08	D	DCSN	0.58	16.25	1391	3.92	0	0	7.870	\$2,979,157	0.264	5	P128	Walton
123.0	SR 4		SR 189	US 90/ SR 10	4.59	4.38	D	DCSN	0.88	24.65	1441	4.06	0	0	11.280	\$4,341,057	0.260	5	P129	Okaloosa
130.0	SR 83 (US 331)		CR 833/Madison Street	I-10 9	9.13	5.28	E	DCSN	1.78	49.86	2196	6.18	0	0	22.108	\$8,634,825	0.256	5	P130	Walton
133.0	SR 83 (US 331S)		OK-WL MPA Boundary (North of Caswell Road)	CR 185C 4	4.90	4.24	D	DCSN	0.74	20.73	3587	10.10	0	0	11.827	\$4,634,244	0.255	5	P131	Walton
96.0	SR 285		Okaloosa County Line	Green Acres Drive	6.03	4.68	E	DCSN	1.18	33.05	74	0.21	0	0	13.294	\$5,702,957	0.233	5	P132	Walton
151.0	SR 85		Okaloosa County Line	Alabama State Line	4.24	4.25	D	DCSN	0.75	21.01	634	1.79	0	0	9.028	\$4,010,039	0.225	5	P133	Walton
63.0	SR 10 (US 90)		SR 285	SR 187/ US 331	2.15	4.57	E	DCSN	1.07	29.97	4865	13.70	0	0	16.784	\$7,861,609	0.213	5	P134	Walton
95.0	SR 285		College Boulevard/ OK-WL Urbanized Area Boundary	Walton County Line	9.33	4.73	E	DCSN	1.23	34.45	2684	7.56	0	0	16.427	\$8,823,978	0.186	5	P135	Okaloosa
126.0	SR 81		CR 183	Holmes County Line	4.77	4.15	D	DCSN	0.65	18.21	193	0.54	0	0	7.473	\$4,511,294	0.166	5	P136	Walton
70.0	SR 187 (US 331N)		OK-WL MPA Boundary(North of Bob McCaskill Drive)	CR 2A	8.54	4.2	D	DCSN	0.70	19.61	3643	10.26	0	0	11.434	\$8,076,825	0.142	5	P137	Walton
54.0	SR 10 (US 90)		Santa Rosa County Line	SR 4/ Baker Highway	0.56	4.33	D	DCSN	0.83	23.25	3777	10.64	0	0	13.023	\$9,987,268	0.130	5	P138	Okaloosa
87.0	SR 20		US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary) 14	4.25	4.62	E	DCSN	1.12	31.37	2943	8.29	0	0	15.450	\$13,477,137	0.115	5	P139	Walton
122.0	SR 4		Santa Rosa County Line	SR 189	8.12	4	D	DCSN	0.50	14.01	753	2.12	0	0	6.344	\$7,679,604	0.083	5	P140	Okaloosa
150.0	SR 85		OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line 14	4.87	4.29	D	DCSN	0.79	22.13	2476	6.97	0	0	11.292	\$14,063,511	0.080	5	P141	Okaloosa
79.0	SR 189		SR 4/ Georgia Avenue	Alabama State Line 14	4.41	4.37	D	DCSN	0.87	24.37	1132	3.19	0	0	10.864	\$13,628,459	0.080	5	P142	Okaloosa
125.0	SR 81		OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183 11	1.71	4.07	D	DCSN	0.57	15.97	652	1.84	0	0	7.029	\$11,074,896	0.063	5	P143	Walton
134.0	SR 83 (US 331S)		CR 185C	CR 181	9.70	3.96	D	DCSN	0.46	12.89	345	0.97	0	0	5.494	\$9,173,911	0.060	5	P144	Walton
71.0	SR 187 (US 331N)		CR 2A	Webster Lane	9.19	3.71	D	DCSN	0.21	5.88	1303	3.67	0	0	3.637	\$8,691,571	0.042	5	P145	Walton
1.0	Airport Rd		Main St	US 98	1.63	2.8	С	Existing/Programmed	-0.70	-19.61	17470	49.20	0	0	N/A	\$0	0.000	7		Okaloosa
23.3	CR 30A		Buttercup Street	Western Lake Drive	0.25	2.02	В	Existing/Programmed	-1.48	-41.46	854	2.41	0	0	N/A	\$0	0.000	7	,	Walton
24.3	CR 30A		E end of Alys Beach	US 98 (SR 30)	1.03	2.35	В	Existing/Programmed	-1.15	-32.21	1442	4.06	0	0	N/A	\$0	0.000	7		Walton
41.0	Hutchinson St		Old Hwy 98	US 98	0.42	2.15	В	Existing/Programmed	-1.35	-37.82	7897	22.24	2	100	N/A	\$0	0.000	7		Okaloosa
44.0	Legion Dr		Benning Dr	Beach Drive	0.27	2.36	В	Existing/Programmed	-1.14	-31.93	12928	36.41	1	50	N/A	\$0	0.000	7		Okaloosa
44.1	Legion Dr		Beach Drive	Main St (	0.42	2.31	В	Existing/Programmed	-1.19	-33.33	13801	38.87	0	0	N/A	\$0	0.000	7		Okaloosa
47.0	Main Street (Destin)		US 98 (SR30)	Airport Road (	0.52	2.36	В	Existing/Programmed	-1.14	-31.93	13112	36.93	0	0	N/A	\$0	0.000	7		Okaloosa
49.0	Old Hwy 98		west end	W of Grand Palms Boulevard	1.17	2.49	В	Existing/Programmed	-1.01	-28.29	10757	30.29	0	0	N/A	\$0	0.000	7		Okaloosa





Seg_ID	Road Name	Road Name (Local)	From	Len To gth	h L		Ped LOS	Ped Facility	LOS Delta	Normalized (Max	Demand	Normalized (Max	Ped Votes/Plan	Normalized (Max	Benefit Score	2-side Project	Priority Score	Tier	Rank	County
				(Ls (mi		core	grade	Recommendation		3.6)		35509)	Plan	2)		Cost		tier		
49.1	Old Hwy 98		W of Grand Palms Boulevard	Ocean Boulevard 0.	.38	2.49	В	Existing/Programmed	-1.01	-28.29	6170	17.38	0	(	N/A	\$0	0.000	7		Okaloosa
49.4	Old Hwy 98		Pedestrian Overpass 1	Summer Haven Trail 0.	.30	2.58	С	Existing/Programmed	-0.92	-25.77	4380	12.33	0	(	N/A	\$0	0.000	7	, <u> </u>	Walton
59.0	SR 10 (US 90)		Old Bethel Road	SR 85/ Ferdon Boulevard 1.	.61	3.03	С	Existing/Programmed	-0.47	-13.17	15023	42.31	0	(	N/A	\$0	0.000	7	<b></b>	Okaloosa
64.2	SR 10 (US 90)		US 331S	4th Street 0.	.59	2.82	С	Existing/Programmed	-0.68	-19.05	2860	8.05	0	(	N/A	\$0	0.000	7	<b></b>	Walton
64.3	SR 10 (US 90)		4th Street	Baldwin Avenue 0.	.49	2.94	С	Existing/Programmed	-0.56	-15.69	2243	6.32	0	(	N/A	\$0	0.000	7	<b></b>	Walton
72.0	SR 188	Racetrack Road	SR 189/ Beal Parkway	SR85/ Eglin Parkway 2.	.58	3.91	D	Existing/Programmed	0.41	11.48	35509	100.00	0	(	N/A	\$0	0.000	7		Okaloosa
73.0	SR 189	Lewis Turner Boulevard	SR 188/ Racetrack Road	Roberts Boulevard 1.	.32	4.28	D	Existing/Programmed	0.78	21.85	23050	64.91	0	(	N/A	\$0	0.000	7		Okaloosa
76.0	SR 189	Beal Parkway	SR 30/ US98	CR 2390 0.	.58	3.09	С	Existing/Programmed	-0.41	-11.48	16709	47.06	0	(	N/A	\$0	0.000	7		Okaloosa
76.1	SR 189	Beal Parkway	CR 2390	C 85-A/ Yacht Club Drive 0.	.74	2.75	С	Existing/Programmed	-0.75	-21.01	15979	45.00	0	(	N/A	\$0	0.000	7		Okaloosa
77.0	SR 189	Beal Parkway	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street 1.	.53	3.56	D	Existing/Programmed	0.06	1.68	19256	54.23	0	(	N/A	\$0	0.000	7		Okaloosa
88.0	SR 20		SR 85N	0.32 mi east of SR 85N 0.	.31	3.79	D	Existing/Programmed	0.29	8.12	10716	30.18	1	50	N/A	\$0	0.000	7		Okaloosa
89.0	SR 20		.32 mi East of SR 85N	SR 285/ Partin Drive 0.	.47	3.9	D	Existing/Programmed	0.40	11.20	14018	39.48	1	50	N/A	\$0	0.000	7		Okaloosa
90.0	SR 20		SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard 0.	.79	4.36	D	Existing/Programmed	0.86	24.09	17592	49.54	1	50	N/A	\$0	0.000	7		Okaloosa
92.0	SR 20		SR 293/ White Point Road	1000 ft. W of Walton County Line 1.	.35	2.84	С	Existing/Programmed	-0.66	-18.49	7169	20.19	1	50	N/A	\$0	0.000	7		Okaloosa
97.0	SR 293	Mid Bay Bridge Road	US98 (SR30)	Mid-Bay Bridge (South approach) 0.	.98	3.47	С	Existing/Programmed	-0.03	-0.84	8464	23.84	0	(	N/A	\$0	0.000	7		Okaloosa
100.1	SR 30 (US 98)		Mary Esther Drive	SR 393/ Mary Esther Blvd 1.	.44	4	D	Existing/Programmed	0.50	14.01	10386	29.25	0	(	N/A	\$0	0.000	7		Okaloosa
101.0	SR 30 (US 98)		SR 393/ Mary Esther Boulevard	SR 189 2.	.56	4.01	D	Existing/Programmed	0.51	14.29	30339	85.44	0	(	N/A	\$0	0.000	7		Okaloosa
101.1	SR 30 (US 98)		SR 189	Western Leg SR 85 0.	.18	3.7	D	Existing/Programmed	0.20	5.60	13291	37.43	0	(	N/A	\$0	0.000	7		Okaloosa
101.2	SR 30 (US 98)		Western Leg SR 85	Eastern Leg SR 85/Florida Place 0.:	.27	2.89	С	Existing/Programmed	-0.61	-17.09	13677	38.52	1	50	N/A	\$0	0.000	7		Okaloosa
102.0	SR 30 (US 98)		Eastern Leg SR 85/Florida Place	Perry Avenue 0.	.10	4.97	E	Existing/Programmed	1.47	41.18	11585	32.63	0	(	N/A	\$0	0.000	7		Okaloosa
104.1	SR 30 (US 98)		Calhoun Avenue	Gulf Shore Drive 2.	.00	4.5	D	Existing/Programmed	1.00	28.01	19568	55.11	2	100	N/A	\$0	0.000	7		Okaloosa
105.0	SR 30 (US 98)		Gulf Shore Drive	Emerald Coast Parkway/ Old US98 1.	.04	5.21	E	Existing/Programmed	1.71	47.90	13141	37.01	1	50	N/A	\$0	0.000	7		Okaloosa
109.0	SR 30 (US 98)		Old US 98/ SR 30/ Gulf Pines Rd	600 ft. W of Baytown Avenue 1.	.51	3.85	D	Existing/Programmed	0.35	9.80	6756	19.03	0	(	N/A	\$0	0.000	7	<u> </u>	Walton
109.1	SR 30 (US 98)		600 ft. W of Baytown Avenue	1000 ft. W of Sandestin Lane 0.	.48	3.9	D	Existing/Programmed	0.40	11.20	3958	11.15	0	(	N/A	\$0	0.000	7	<u> </u>	Walton
109.2	SR 30 (US 98)		1000 ft. W of Sandestin Lane	Mack Bayou Road 0.	.57	3.85	D	Existing/Programmed	0.35	9.80	3008	8.47	0	(	N/A	\$0	0.000	7	<u> </u>	Walton
112.1	SR 30 (US 98)		Thompson Road/Bishop-Tolbert Road	CR 393 1.	.01	3.74	D	Existing/Programmed	0.24	6.72	3254	9.16	0	(	N/A	\$0	0.000	7	<u> </u>	Walton
113.0	SR 30 (US 98)		CR 393	Veterans Road 0.	.51	3.59	D	Existing/Programmed	0.09	2.52	2318	6.53	0	(	N/A	\$0	0.000	7	<b></b>	Walton
116.1	SR 30 (US 98)		Shore Drive	Bay County Line (OK-WL MPA Boundary) 1.	.18	2.9	С	Existing/Programmed	-0.60	-16.81	1236	3.48	0	(	N/A	\$0	0.000	7	<b></b>	Walton
117.0	SR 393	Mary Esther Boulevard	US 98/ SR 30	Anchors Street 0.	.87	3.46	С	Existing/Programmed	-0.04	-1.12	14549	40.97	0	(	N/A	\$0	0.000	7		Okaloosa
118.0	SR 393	Mary Esther Boulevard	Anchors Street	SR 189/ Beal Parkway 0.	.97	3.99	D	Existing/Programmed	0.49	13.73	19027	53.58	0	(	N/A	\$0	0.000	7		Okaloosa
120.1	SR 397	John Sims Parkway	S end of bridge	Bayshore Drive 0.	.18	3.53	D	Existing/Programmed	0.03	0.84	4544	12.80	0	(	N/A	\$0	0.000	7		Okaloosa
120.2	SR 397	John Sims Parkway	Bayshore Drive	SR 190/ Broadway Avenue 0.	.41	2.97	С	Existing/Programmed	-0.53	-14.85	5957	16.78	0	(	N/A	\$0	0.000	7		Okaloosa
121.0	SR 397		SR 190	SR 85 0.	.87	3.23	С	Existing/Programmed	-0.27	-7.56	10998	30.97	0	(	N/A	\$0	0.000	7		Okaloosa
127.0	SR 83 (US 331S)		SR 30/ US 98	Chat Holley Road 1.	.64	3.02	С	Existing/Programmed	-0.48	-13.45	1657	4.67	0	(	N/A	\$0	0.000	7	<u> </u>	Walton
132.0	SR 83 (US 331S)		US 90/ SR 10	Burdick Avenue 2.	.69	2.76	С	Existing/Programmed	-0.74	-20.73	5676	15.98	0	(	N/A	\$0	0.000	7	<u> </u>	Walton
136.0	SR 85		US 98 (SR 30)	1st Street 0	.23	2.46	В	Existing/Programmed	-1.04	-29.13	13338	37.56	0	(	N/A	\$0	0.000	7		Okaloosa
137.0	SR 85		US 98 (SR 30)	1st Street 0.	.13	2.49	В	Existing/Programmed	-1.01	-28.29	11935	33.61	0	(	N/A	\$0	0.000	7		Okaloosa
138.0	SR 85		1st Street	Perry Avenue 0.	.38	3.78	D	Existing/Programmed	0.28	7.84	13860	39.03	0	(	N/A	\$0	0.000	7		Okaloosa
138.2	SR 85		S end of bridge	N end of bridge 0.:	.21	3.89	D	Existing/Programmed	0.39	10.92	8424	23.72	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
138.3	SR 85		N end of bridge	SR 188/ Racetrack Road/ 4th Avenue 1.	.10	3.37	С	Existing/Programmed	-0.13	-3.64	12108	34.10	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
139.1	SR 85		W end of bridge	E end of bridge 0.	.47	3.74	D	Existing/Programmed	0.24	6.72	9460	26.64	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
143.0	SR 85	John Sims Parkway	Government Avenue	SR 85 N 0.1	.66	3.79	D	Existing/Programmed	0.29	8.12	10938	30.80	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
147.1	SR 85		Duggan Avenue	Edney Avenue 0.	.50	4.51	E	Existing/Programmed	1.01	28.29	8002	22.54	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
147.2	SR 85		Edney Avenue	Walnut Avenue 0.	.41	4.44	D	Existing/Programmed	0.94	26.33	9265	26.09	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
147.3	SR 85		Walnut Avenue	Oakdale Avenue 0.:	.29	4.51		Existing/Programmed	1.01	28.29	10900	30.70	0	(	N/A	\$0	0.000	7	igwdow	Okaloosa
147.4	SR 85		Oakdale Avenue	US90/ SR 10 0.	.15	4.31	D	Existing/Programmed	0.81	22.69	10385	29.25	0	(	N/A	\$0	0.000	7		Okaloosa
148.0	SR 85		US90/ SR 10	Jones Road 1.	.29	3.52	D	Existing/Programmed	0.02	0.56	16682	46.98	0	(	N/A	\$0	0.000	7		Okaloosa
155.0	Hurlburt Rd		CR 20	Landry Street 0	.27	1.21	Α	Existing/Programmed	-2.29	-64.15	16902	47.60	0	(	N/A	\$0	0.000	7		Okaloosa
156.0	Hurlburt Rd		Landry Street	SR 189 0.	.50	2.45	В	Existing/Programmed	-1.05	-29.41	20617	58.06	0	(	N/A	\$0	0.000	7	لـــــا	Okaloosa
159.0	Hughes Street		SR 189	SR 85 0.	.25	2.21	В	Existing/Programmed	-1.29	-36.13	10296	29.00	1	50	N/A	\$0	0.000	7		Okaloosa
161.0	Wright Parkway		US 98	SR 389 0.	.99	2.81	С	Existing/Programmed	-0.69	-19.33	19857	55.92	0	(	N/A	\$0	0.000	7		Okaloosa





Seg_ID	Road Name	Road Name (Local)	From	То	gth L	Ped LOS score	Ped LOS grade	Ped Facility Recommendation	LOS Delta	Normalized (Max 3.6)	Demand	Normalized (Max 35509)	Ped Votes/Plan Plan	Normalized (Max 2)	Benefit Score	2-side Project Cost	Priority Score	Tier tier	Rank	County
2.1	Bay St		Randolph Court	Edney Avenue	0.21	2.49	В	LOS MET	-1.01	-28.29	7084	19.95	0	0	N/A	\$0	0.000	8	L'	Okaloosa
2.2	Bay St		Edney Avenue	Griffith Avenue	0.23	2.84	С	LOS MET	-0.66	-18.49	7556	21.28	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
3.0	Chat Holley Rd		CR 393	US 331	3.24	3.51	D	LOS MET	0.01	0.28	4377	12.33	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
16.0	CR 2390	Hollywood Boulevard	Hill Avenue	Cristobal Road	0.28	3.22	С	LOS MET	-0.28	-7.84	9670	27.23	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
18.0	CR 2390		Mary Esther Boulevard	Memorial Parkway	1.43	3.47	С	LOS MET	-0.03	-0.84	24471	68.91	2	100	N/A	\$0	0.000	8	<u> </u>	Okaloosa
18.2	CR 2390		SR 189	SR 85	0.52	3.33	С	LOS MET	-0.17	-4.76	16753	47.18	1	50	N/A	\$0	0.000	8	<u> </u>	Okaloosa
23.4	CR 30A		Western Lake Drive	CR 395	0.87	3.34	С	LOS MET	-0.16	-4.48	994	2.80	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
24.2	CR 30A		W end of Alys Beach	E end of Alys Beach	0.52	2.77	С	LOS MET	-0.73	-20.45	984	2.77	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
25.0	CR 30B	Benning Drive	US 98 (SR 30)	Legion Drive (Destin)	0.35	3.14	С	LOS MET	-0.36	-10.08	12614	35.52	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
33.0	CR 83		CR 30A	Urbanized Area Boundary	0.63	2.93	С	LOS MET	-0.57	-15.97	883	2.49	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
34.0	CR 83		Urbanized Boundary Area	US 98	1.43	3.49	С	LOS MET	-0.01	-0.28	1989	5.60	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
35.0	CR 83 A		SR 20	4 Mile Road	8.21	3.39	С	LOS MET	-0.11	-3.08	8370	23.57	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
35.1	CR 83 A		4 Mile Road	SR 20	0.37	3.12	С	LOS MET	-0.38	-10.64	3287	9.26	0	0	N/A	\$0	0.000	8	<u> </u>	Walton
42.0	James L Lee Rd		Pocahontas Dr	SR 188	0.79	3.37	С	LOS MET	-0.13	-3.64	19867	55.95	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
43.0	John King Rd		SR 85	Windsor Cir	1.80	3.27	С	LOS MET	-0.23	-6.44	10542	29.69	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
48.0	Monahan Dr		South Ave	Eglin Pkwy	0.80	2.75	С	LOS MET	-0.75	-21.01	12384	34.88	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Okaloosa
49.5	Old Hwy 98		Summer Haven Trail	US 98	1.04	3.45	С	LOS MET	-0.05	-1.40	5668	15.96	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Walton
51.0	Pocahontas Drive		James L Lee Rd	South Avenue	0.35	3.21	С	LOS MET	-0.29	-8.12	12854	36.20	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
51.1	South Avenue		Pocahontas Drive	Eglin Pkwy	0.61	3.11	С	LOS MET	-0.39	-10.92	11202	31.55	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Okaloosa
93.0	SR 285	Partin Drive	SR 20	Swift Creek Bridge (South end)	1.06	2.92	С	LOS MET	-0.58	-16.25	16531	46.55	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Okaloosa
120.0	SR 397	John Sims Parkway	Eglin Gate	S end of bridge	0.81	3.01	С	LOS MET	-0.49	-13.73	5716	16.10	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Okaloosa
153.0	Airmens Memorial Rd		Live Oak Church Rd	Kensington Ln	1.19	2.89	С	LOS MET	-0.61	-17.09	5887	16.58	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Okaloosa
157.0	Ferry Road		Perry Avenue	CR 2390	0.37	3.25	С	LOS MET	-0.25	-7.00	13078	36.83	0	0	N/A	\$0	0.000	8	<u>.                                    </u>	Okaloosa
158.0	Ferry Road		CR 2390	Sudduth Circle	1.06	3.21	С	LOS MET	-0.29	-8.12	12163	34.25	0	0	N/A	\$0	0.000	8	<u> </u>	Okaloosa
160.0	Hughes Street		SR 85	Ferry Road	0.84	3.25	С	LOS MET	-0.25	-7.00	12543	35.32	0	0	N/A	\$0	0.000	8		Okaloosa
162.0	Memorial Parkway		US 98	SR 189	0.99	3.47	С	LOS MET	-0.03	-0.84	20345	57.30	0	0	N/A	\$0	0.000	8		Okaloosa
164.0	Matthew Boulevard		Old Hwy 98	US 98	0.36	3.22	С	LOS MET	-0.28	-7.84	7165	20.18	0	0	N/A	\$0	0.000	8		Okaloosa
141.0	SR 85		SR 189	SR 190	5.00	0	UC	uc	0.00	0.00	9545	26.88	0	0	UC	\$4,728,820 U	IC	9	1	Okaloosa





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal	Recommended Facility	Total Cost	Benefit- Cost	Rank
								LOS	Туре		Index	
1.0	Airport Rd		Main St	US 98		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
1.0	Airport Rd		Main St	US 98	2	Okaloosa	Bicycle	D	Road Diet Candidate	\$65,433	36.92	B24
2.0	Bay St		Duggan Ave	Randolph Court	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$47,326	16.82	P20
2.0	Bay St		Duggan Ave	Randolph Court		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
2.1	Bay St		Randolph Court	Edney Avenue		Okaloosa	Pedestrian	В	LOS Met	\$0	0.00	0
2.1	Bay St		Randolph Court	Edney Avenue		Okaloosa	Bicycle	Α	LOS Met	\$0	0.00	0
2.2	Bay St		Edney Avenue	Griffith Avenue		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
2.2	Bay St		Edney Avenue	Griffith Avenue		Okaloosa	Bicycle	В	LOS Met	\$0	0.00	0
3.0	Chat Holley Rd		CR 393	US 331		Walton	Pedestrian	D	LOS Met	\$0	0.00	0
3.0	Chat Holley Rd		CR 393	US 331		Walton	Bicycle	С	LOS Met	\$0	0.00	0
4.0	CR 1719	College Boulevard	SR 85	SR 285	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,454,112	1.39	P90
4.0	CR 1719	College Boulevard	SR 85	SR 285		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
5.0	College Blvd		SR 285	Forest Rd	3	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$306,900	2.27	P71
5.0	College Blvd		SR 285	Forest Rd		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
6.0	CR 188	Old Bethel Road	Jones Road	SR 85	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$558,001	2.33	P70
6.0	CR 188	Old Bethel Road	Jones Road	SR 85	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$279,000	5.08	B61
8.0	CR 188	Airport Road	SR 85	John Givens Road	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,437,561	1.05	P98
8.0	CR 188	Airport Road	SR 85	John Givens Road		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
9.0	CR 20	Hill Avenue	Hollywood Boulevard	Lovejoy Road	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$209,380	14.48	P25
9.0	CR 20	Hill Avenue	Hollywood Boulevard	Lovejoy Road	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$345,204	3.37	B73
10.0	CR 20	Martin Luther King Jr. Boulevard	Lovejoy Road	Ajax Drive	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$24,380	109.43	P4
10.0	CR 20	Martin Luther King Jr. Boulevard	Lovejoy Road	Ajax Drive	1	Okaloosa	Bicycle	Е	Re-Stripe Candidate	\$3,290	695.63	B2
11.0	CR 20		Ajax Drive	Hurlburt Field Road	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Major Regrading)	\$703,623	4.49	P53
11.0	CR 20		Ajax Drive	Hurlburt Field Road		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
12.0	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Hurlburt Field Road	Green Acres Drive	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$137,675	21.08	P18
12.0	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Hurlburt Field Road	Green Acres Drive		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
12.1	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Green Acres Drive	SR 189	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$217,985	15.21	P23
12.1	CR 20	Martin Luther King Jr Boulevard/ Green Acres Drive	Green Acres Drive	SR 189	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$359,390	9.03	B37
13.0	CR 2376 (Niceville)	Palm Boulevard	Bay Shore Drive	John Sims Parkway (SR 20)	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$456,334	7.86	P34
13.0	CR 2376 (Niceville)	Palm Boulevard	Bay Shore Drive	John Sims Parkway (SR 20)		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
14.0	CR 2376 (Niceville)		SR 20	SR 285	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$68,837	35.87	P12
14.0	CR 2376 (Niceville)		SR 20	SR 285	2	Okaloosa	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$76,101	22.33	B27
14.1	CR 2376 (Niceville)		SR 285	College Boulevard	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$326,289	7.37	P37
14.1	CR 2376 (Niceville)		SR 285	College Boulevard	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$326,289	5.33	B57
15.0	CR 2386	Lovejoy Road	Hill Avenue	Mary Esther Boulevard	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$529,628	5.16	P49
15.0	CR 2386	Lovejoy Road	Hill Avenue	Mary Esther Boulevard	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$529,628	3.68	B68
16.0	CR 2390	Hollywood Boulevard	Hill Avenue	Cristobal Road		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
16.0	CR 2390	Hollywood Boulevard	Hill Avenue	Cristobal Road		Okaloosa	Bicycle	Α	Existing/Programmed	\$0	0.00	0
17.0	CR 2390		Cristobal Road	Mary Esther Boulevard	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$491,797	2.65	P64
17.0	CR 2390		Cristobal Road	Mary Esther Boulevard		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
18.0	CR 2390		Mary Esther Boulevard	Memorial Parkway		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
18.0	CR 2390		Mary Esther Boulevard	Memorial Parkway		Okaloosa	Bicycle	А	Existing/Programmed	\$0	0.00	0
18.1	CR 2390		Memorial Parkway	SR 189	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$112,936	50.73	P8
18.1	CR 2390		Memorial Parkway	SR 189		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
18.2	CR 2390		SR 189	SR 85		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
18.2	CR 2390		SR 189	SR 85		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
19.0	CR 2390		SR 85	Terminus	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$137,675	14.95	P24
19.0	CR 2390		SR 85	Terminus	1	Okaloosa	Bicycle	D	Road Diet Candidate	\$38,537	62.82	B17





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
20.0	CR 283		CR 30A	Urbanized Area Boundary	2	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$85,119	4.35	P56
20.0	CR 283		CR 30A	Urbanized Area Boundary		Walton	Bicycle	С	LOS Met	\$0	0.00	0
21.0	CR 283		Urbanized Area Boundary	US 98	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$718,781	1.05	P99
21.0	CR 283		Urbanized Area Boundary	US 98	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$718,781	0.34	B91
22.0	CR 30A		US 98	CR 393	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,498,090	0.69	P112
22.0	CR 30A		US 98	CR 393		Walton	Bicycle	С	LOS Met	\$0	0.00	0
23.0	CR 30A		CR 393	Mary Street	2	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$139,973	3.60	P57
23.0	CR 30A		CR 393	Mary Street	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$174,966	2.66	B76
23.1	CR 30A		Mary Street	CR 83	3	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$884,289	1.51	P85
23.1	CR 30A		Mary Street	CR 83	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$884,289	1.11	B87
23.2	CR 30A		CR 83	Buttercup Street	4	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$1,740,206	0.81	P109
23.2	CR 30A		CR 83	Buttercup Street	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$1,740,206	0.44	B90
23.3	CR 30A		Buttercup Street	Western Lake Drive		Walton	Pedestrian	В	Existing/Programmed	\$0	0.00	0
23.3	CR 30A		Buttercup Street	Western Lake Drive		Walton	Bicycle	С	LOS Met	\$0	0.00	0
23.4	CR 30A		Western Lake Drive	CR 395		Walton	Pedestrian	С	LOS Met	\$0	0.00	0
23.4	CR 30A		Western Lake Drive	CR 395		Walton	Bicycle	С	LOS Met	\$0	0.00	0
24.0	CR 30A		CR 395	Eastern Lake Road	2	Walton	Pedestrian	E	Add Sidewalk (Minor Regrading)	\$229,458	5.98	P45
24.0	CR 30A		CR 395	Eastern Lake Road	4	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$253,670	3.57	B71
24.1	CR 30A		Eastern Lake Road	W end of Alys Beach	4	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,284,020	0.67	P113
24.1	CR 30A		Eastern Lake Road	W end of Alys Beach	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$2,284,020	0.47	B88
24.2	CR 30A		W end of Alys Beach	E end of Alys Beach		Walton	Pedestrian	С	LOS Met	\$0	0.00	0
24.2	CR 30A		W end of Alys Beach	E end of Alys Beach	5	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$82,443	2.46	B77
24.3	CR 30A		E end of Alys Beach	US 98 (SR 30)		Walton	Pedestrian	В	Existing/Programmed	\$0	0.00	0
24.3	CR 30A		E end of Alys Beach	US 98 (SR 30)	5	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$163,300	1.52	B83
25.0	CR 30B	Benning Drive	US 98 (SR 30)	Legion Drive (Destin)		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
25.0	CR 30B	Benning Drive	US 98 (SR 30)	Legion Drive (Destin)		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
26.0	CR 393		CR 30A	Urbanized Boundary	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$354,662	1.56	P83
26.0	CR 393		CR 30A	Urbanized Boundary		Walton	Bicycle	С	LOS Met	\$0	0.00	0
26.1	CR 393		Urbanized Boundary	US 98	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,049,798	1.12	P96
26.1	CR 393		Urbanized Boundary	US 98	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$524,899	1.54	B82
27.0	CR 393		US 98	Chat Holley Rd	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$964,679	1.29	P94
27.0	CR 393		US 98	Chat Holley Rd	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$482,340	1.97	B79
28.0	CR 395		CR 30A	Urbanized Boundary	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$364,119	2.24	P73
28.0	CR 395		CR 30A	Urbanized Boundary	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$364,119	0.46	B89
29.0	CR 395		Urbanized Boundary	US 98	5	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$381,419	0.48	P120
29.0	CR 395		Urbanized Boundary	US 98	4	Walton	Bicycle	E	Add Paved Shoulders (Major Regrading)	\$435,779	4.26	B63
30.0	CR 4	Antioch Road	SR 10 (US90)	P.J. Adams Pkwy	4	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$3,215,598	0.63	P114
30.0	CR 4	Antioch Road	SR 10 (US90)	P.J. Adams Pkwy	5	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$1,607,799	1.88	B80
31.0	CR 4		P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	3	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,099,596	1.52	P84
31.0	CR 4	Mark Paren	P.J. Adams Pkwy	SR 85 S/ Ferdon Boulevard	5	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$1,049,798	2.99	B75
32.0	CR 457	Mack Bayou	US 98 (SR 30)	East Mack Bayou Drive	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$766,069	1.18	P95
32.0	CR 457	Mack Bayou	US 98 (SR 30)	East Mack Bayou Drive		Walton	Bicycle	В	Existing/Programmed	\$0	0.00	0
32.1	CR 457	Mack Bayou	East Mack Bayou Drive	N of Wild Briar Drive	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$718,781	1.99	P77
32.1	CR 457	Mack Bayou	East Mack Bayou Drive	N of Wild Briar Drive	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$359,390	2.23	B78
32.2	CR 457	Mack Bayou	N of Wild Brian Drive	Harborview Road	2	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$183,566	7.71	P35
32.2	CR 457	Mack Bayou	N of Wild Briar Drive	Harborview Road	3	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$101,468	7.78	B42
33.0	CR 83		CR 30A	Urbanized Area Boundary		Walton	Pedestrian	С	LOS Met	\$0	0.00	0
33.0	CR 83		CR 30A	Urbanized Area Boundary		Walton	Bicycle	В	LOS Met	\$0	0.00	0





Segment								Existing	Recommended	Total	Benefit-	
ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Modal LOS	Facility Type	Cost	Cost Index	Rank
34.0	CR 83		Urbanized Boundary Area	US 98		Walton	Pedestrian	С	LOS Met	\$0	0.00	0
34.0	CR 83		Urbanized Boundary Area	US 98		Walton	Bicycle	В	LOS Met	\$0	0.00	0
35.0	CR 83 A		SR 20	4 Mile Road		Walton	Pedestrian	С	LOS Met	\$0	0.00	0
35.0	CR 83 A		SR 20	4 Mile Road		Walton	Bicycle	В	LOS Met	\$0	0.00	0
35.1	CR 83 A		4 Mile Road	SR 20		Walton	Pedestrian	C	LOS Met	\$0	0.00	0
35.1	CR 83 A		4 Mile Road	SR 20		Walton	Bicycle	В	LOS Met	\$0	0.00	0
36.0	CR 883		SR 20	Freeport City Limits/ Pine Street	3	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$642,481	1.51	P86
36.0	CR 883		SR 20	Freeport City Limits/ Pine Street		Walton	Bicycle	C	LOS Met	\$0	0.00	0
37.0	CR 883		Freeport City Limits/ Pine Street	US 331	3	Walton	Pedestrian	E	Add Sidewalk (Major Regrading)	\$926,552	2.20	P74
37.0	CR 883		Freeport City Limits/ Pine Street	US 331	2	Walton	Bicycle	F	Re-Stripe Candidate	\$51,476	60.93	B19
38.0	Denton Boulevard		Mayflower Avenue	Bob Sikes Road	1	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$236,441	12.98	P27
38.0	Denton Boulevard		Mayflower Avenue	Bob Sikes Road	2	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$236,441	9.71	B36
38.1	Denton Boulevard		Bob Sikes Road	SR 188	1	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$118,221	20.92	P19
38.1	Denton Boulevard		Bob Sikes Road	SR 188		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
39.0	Forest Rd		Rocky Bayou Dr	College Blvd	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,267,324	0.88	P103
39.0	Forest Rd		Rocky Bayou Dr	College Blvd		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
40.0	General Bond Road	NOT ON FDOT BASE - Added Manually	SR 189	SR 85	2	Okaloosa	Pedestrian	E	Add Sidewalk (Major Regrading)	\$404,060	4.36	P55
40.0	General Bond Road	NOT ON FDOT BASE - Added Manually	SR 189	SR 85	4	Okaloosa	Bicycle	D	Add Paved Shoulders (Major Regrading)	\$230,824	4.76	B62
41.0	Hutchinson St		Old Hwy 98	US 98		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
41.0	Hutchinson St		Old Hwy 98	US 98		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
42.0	James L Lee Rd		Pocahontas Dr	SR 188		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
42.0	James L Lee Rd		Pocahontas Dr	SR 188		Okaloosa	Bicycle	В	LOS Met	\$0	0.00	0
43.0	John King Rd		SR 85	Windsor Cir		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
43.0	John King Rd		SR 85	Windsor Cir		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
44.0	Legion Dr		Benning Dr	Beach Drive		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
44.0	Legion Dr		Benning Dr	Beach Drive		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
44.1	Legion Dr		Beach Drive	Main St		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
44.1	Legion Dr		Beach Drive	Main St		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
45.0	Lewis St/Mayflower Ave		SR 189	James L Lee Rd	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$182,132	13.98	P26
45.0	Lewis St/Mayflower Ave		SR 189	James L Lee Rd	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$600,560	4.22	B64
46.0	Live Oak Church Rd		SR 85	John King Rd	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,872,613	0.87	P106
46.0	Live Oak Church Rd		SR 85	John King Rd	5	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$936,306	1.51	B84
47.0	Main Street (Destin)		US 98 (SR30)	Airport Road		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
47.0	Main Street (Destin)		US 98 (SR30)	Airport Road		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
48.0	Monahan Dr		South Ave	Eglin Pkwy		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
48.0	Monahan Dr		South Ave	Eglin Pkwy		Okaloosa	Bicycle	А	LOS Met	\$0	0.00	0
49.0	Old Hwy 98		west end	W of Grand Palms Boulevard		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
49.0	Old Hwy 98		west end	W of Grand Palms Boulevard		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
49.1	Old Hwy 98		W of Grand Palms Boulevard	Ocean Boulevard		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
49.1	Old Hwy 98		W of Grand Palms Boulevard	Ocean Boulevard		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
49.2	Old Hwy 98		Ocean Boulevard	Miami Street	3	Both	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$507,875	2.02	P76
49.2	Old Hwy 98		Ocean Boulevard	Miami Street		Both	Bicycle	С	LOS Met	\$0	0.00	0
49.3	Old Hwy 98		Miami Street	Pedestrian Overpass 1	2	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$174,966	7.17	P39
49.3	Old Hwy 98		Miami Street	Pedestrian Overpass 1		Walton	Bicycle	С	Existing/Programmed	\$0	0.00	0
49.4	Old Hwy 98		Pedestrian Overpass 1	Summer Haven Trail		Walton	Pedestrian	С	Existing/Programmed	\$0	0.00	0
49.4	Old Hwy 98		Pedestrian Overpass 1	Summer Haven Trail	1	Walton	Bicycle	D	Re-Stripe Candidate	\$5,806	141.24	B10
49.5	Old Hwy 98		Summer Haven Trail	US 98		Walton	Pedestrian	С	LOS Met	\$0	0.00	0
49.5	Old Hwy 98		Summer Haven Trail	US 98	3	Walton	Bicycle	D	Add Paved Shoulders (Minor Regrading)	\$164,886	6.03	B50





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
50.0	P.J. Adams Pkwy		CR 4/ Antioch Road	SR 85 S /Ferdon Boulevard	3	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,768,579	2.26	P72
50.0	P.J. Adams Pkwy		CR 4/ Antioch Road	SR 85 S /Ferdon Boulevard	4	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$884,289	5.60	B56
51.0	Pocahontas Drive		James L Lee Rd	South Avenue		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
51.0	Pocahontas Drive		James L Lee Rd	South Avenue		Okaloosa	Bicycle	В	LOS Met	\$0	0.00	0
51.1	South Avenue		Pocahontas Drive	Eglin Pkwy		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
51.1	South Avenue		Pocahontas Drive	Eglin Pkwy		Okaloosa	Bicycle	В	LOS Met	\$0	0.00	0
52.0	Rocky Bayou Dr		SR 20	Forest Rd	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$195,039	5.23	P48
52.0	Rocky Bayou Dr		SR 20	Forest Rd		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
52.1	Rocky Bayou Dr		Forest Rd	Huntington Rd	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$286,822	9.14	P30
52.1	Rocky Bayou Dr		Forest Rd	Huntington Rd	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$19,352	83.03	B14
53.0	Santa Rosa Boulevard		Eglin AFB Boundary	US 98 (SR30)	1	Okaloosa	Pedestrian	E	Add Sidewalk (Minor Regrading)	\$281,372	10.44	P28
53.0	Santa Rosa Boulevard		Eglin AFB Boundary	US 98 (SR30)	3	Okaloosa	Bicycle	Е	Add Paved Shoulders (Minor Regrading)	\$345,626	8.73	B40
54.0	SR 10 (US 90)		Santa Rosa County Line	SR 4/ Baker Highway	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$9,987,268	0.13	P138
54.0	SR 10 (US 90)		Santa Rosa County Line	SR 4/ Baker Highway		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
55.0	SR 10 (US 90)		SR 4/ Baker Highway	OK-WL MPA Boundary (East of Ellis Road)	3	Okaloosa	Pedestrian	D	Add Sidewalk (Major Regrading)	\$208,997	3.39	P59
55.0	SR 10 (US 90)		SR 4/ Baker Highway	OK-WL MPA Boundary (East of Ellis Road)		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
56.0	SR 10 (US 90)		OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$208,068	4.41	P54
56.0	SR 10 (US 90)		OK-WL MPA Boundary (East of Ellis Road)	0.22 mi west of CR 4/ Antioch Road		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
57.0	SR 10 (US 90)		0.22 mi west of CR 4/ Antioch Road	CR 4/ Antioch Road	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$208,068	3.34	P60
57.0	SR 10 (US 90)		0.22 mi west of CR 4/ Antioch Road	CR 4/ Antioch Road		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
58.0	SR 10 (US 90)		CR 4/ Antioch Road	Old Bethel Road	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,541,595	0.88	P104
58.0	SR 10 (US 90)		CR 4/ Antioch Road	Old Bethel Road		Okaloosa	Bicycle	Е	Existing/Programmed	\$0	0.00	0
59.0	SR 10 (US 90)		Old Bethel Road	SR 85/ Ferdon Boulevard		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
59.0	SR 10 (US 90)		Old Bethel Road	SR 85/ Ferdon Boulevard	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$761,340	3.85	B67
60.0	SR 10 (US 90)		SR 85/ Ferdon Boulevard	Sikes Drive	2	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$410,155	6.49	P43
60.0	SR 10 (US 90)		SR 85/ Ferdon Boulevard	Sikes Drive	1	Okaloosa	Bicycle	F	Road Diet Candidate	\$57,404	72.70	B16
60.1	SR 10 (US 90)		Sikes Drive	Fairchild Road	4	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,721,290	1.03	P100
60.1	SR 10 (US 90)		Sikes Drive	Fairchild Road		Okaloosa	Bicycle	Е	Existing/Programmed	\$0	0.00	0
61.0	SR 10 (US 90)		Fairchild Road	Walton County Line	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,930,491	0.28	P126
61.0	SR 10 (US 90)		Fairchild Road	Walton County Line		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
62.0	SR 10 (US 90)		Okaloosa County Line	SR 285	4	Walton	Pedestrian	E	Add Sidewalk (Major Regrading)	\$933,519	1.29	P92
62.0	SR 10 (US 90)		Okaloosa County Line	SR 285		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
63.0	SR 10 (US 90)		SR 285	SR 187/ US 331	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$7,861,609	0.21	P134
63.0	SR 10 (US 90)		SR 285	SR 187/ US 331		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
64.0	SR 10 (US 90)		SR 187/ US 331	Shoemaker Drive	2	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$195,064	5.01	P51
64.0	SR 10 (US 90)		SR 187/ US 331	Shoemaker Drive		Walton	Bicycle	Е	Existing/Programmed	\$0	0.00	0
64.1	SR 10 (US 90)		Shoemaker Drive	US 331S	2	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$189,303	8.14	P32
64.1	SR 10 (US 90)		Shoemaker Drive	US 331S	4	Walton	Bicycle	F	Detailed Corridor Study Needed	\$624,204	5.30	B58
64.2	SR 10 (US 90)		US 331S	4th Street		Walton	Pedestrian	С	Existing/Programmed	\$0	0.00	0
64.2	SR 10 (US 90)		US 331S	4th Street	3	Walton	Bicycle	Е	Detailed Corridor Study Needed	\$279,000	6.32	B47
64.3	SR 10 (US 90)		4th Street	Baldwin Avenue		Walton	Pedestrian	С	Existing/Programmed	\$0	0.00	0
64.3	SR 10 (US 90)		4th Street	Baldwin Avenue	1	Walton	Bicycle	Е	Re-Stripe Candidate	\$9,482	226.79	B8
65.0	SR 10 (US 90)		Baldwin Avenue	OK-WL MPA Boundary (County Highway 183)	3	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$686,206	2.11	P75
65.0	SR 10 (US 90)		Baldwin Avenue	OK-WL MPA Boundary (County Highway 183)		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
66.0	SR 10 (US 90)		OK-WL MPA Boundary (County Highway 183)	Holmes County Line	4	Walton	Pedestrian	D	Add Sidewalk (Major Regrading)	\$745,422	1.29	P93
66.0	SR 10 (US 90)		OK-WL MPA Boundary (County Highway 183)	Holmes County Line		Walton	Bicycle	В	Existing/Programmed	\$0	0.00	0
67.0	SR 123		SR 85	SR 85N	3	Okaloosa	Pedestrian	F	Add Sidewalk (Major Regrading)	\$1,713,774	1.51	P87
67.0	SR 123		SR 85	SR 85N		Okaloosa	Bicycle	Е	Existing/Programmed	\$0	0.00	0





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
60.0	CD 445	Down Chroat	LICON (CD30)	CD05/ Falia Deduum	1	Okalasas	Dedestries	D	Add Cidewalls (Miner Degradies)	£44.620	472.20	D2
68.0	SR 145	Perry Street	US98 (SR30)	SR85/ Eglin Parkway SR85/ Eglin Parkway	2	Okaloosa		D D	Add Sidewalk (Minor Regrading)	\$14,628	172.30	P3
	SR 145	Perry Street	US98 (SR30) SR 10/ US 90	,	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$241,170	10.43	B35
69.0 69.0	SR 187 (US 331N)			OK-WL MPA Boundary(north of Bob McCaskill Drive)	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,976,647 \$0	0.69	0
70.0	SR 187 (US 331N) SR 187 (US 331N)		SR 10/ US 90	OK-WL MPA Boundary(north of Bob McCaskill Drive) CR 2A	5	Walton	Bicycle Pedestrian	D	Existing/Programmed  Add Sidewalk (Detailed Study Needed)	\$8,076,825	0.00	P137
70.0	SR 187 (US 331N)		OK-WL MPA Boundary(North of Bob McCaskill Drive) OK-WL MPA Boundary(North of Bob McCaskill Drive)	CR 2A	3	Walton	Bicycle	В	Existing/Programmed	\$0,070,823	0.00	0
71.0	SR 187 (US 331N)		CR 2A	Webster Lane	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$8,691,571	0.00	P145
71.0	SR 187 (US 331N)		CR 2A	Webster Lane Webster Lane	3			С		\$0,091,571	0.04	0
71.0	SR 187 (US 331N)		Webster Lane	Alabama State Line	4	Walton	Bicycle Pedestrian	D	Existing/Programmed  Add Sidewalk (Detailed Study Needed)	\$1,664,545	0.58	P116
71.1	· ·			Alabama State Line Alabama State Line	4			С				0
	SR 187 (US 331N)	Decelved Pood	Webster Lane			Walton	Bicycle		Existing/Programmed	\$0	0.00	0
72.0	SR 188	Racetrack Road	SR 189/ Beal Parkway	SR85/ Eglin Parkway	4	Okaloosa	Pedestrian	D E	Existing/Programmed	\$0	0.00	
72.0	SR 188	Racetrack Road	SR 189/ Beal Parkway	SR85/ Eglin Parkway	4	Okaloosa	Bicycle		Detailed Corridor Study Needed	\$1,220,036	3.91	B66
73.0	SR 189	Lewis Turner Boulevard	SR 188/ Racetrack Road	Roberts Boulevard	3	Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
73.0	SR 189	Lewis Turner Boulevard	SR 188/ Racetrack Road	Roberts Boulevard		Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$624,204	6.24	B48
73.1	SR 189 SR 189	Lewis Turner Boulevard	Roberts Boulevard  Roberts Boulevard	Mooney Road	1	Okaloosa	Pedestrian	E D	Add Sidewalk (Major Regrading)	\$135,848 \$0	23.65 0.00	P17 0
73.1		Lewis Turner Boulevard		Mooney Road	2	Okaloosa	Bicycle	E	Existing/Programmed			
74.0	SR 189	Lewis Turner Boulevard	Mooney Road	SR 85	3	Okaloosa	Pedestrian		Add Sidewalk (Major Regrading)	\$1,253,981	2.34	P69
74.0	SR 189	Lewis Turner Boulevard	Mooney Road	SR 85		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
75.0	SR 189		SR 85	Eglin Boulevard/ SR 397	2	Okaloosa	Pedestrian	D	Add Sidewalk (Major Regrading)	\$177,647	6.57	P42
75.0	SR 189		SR 85	Eglin Boulevard/ SR 397		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
76.0	SR 189	Beal Parkway	SR 30/ US98	CR 2390		Okaloosa	Pedestrian	C	Existing/Programmed	\$0	0.00	0
76.0	SR 189	Beal Parkway	SR 30/ US98	CR 2390	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$274,272	8.88	B38
76.1	SR 189	Beal Parkway	CR 2390	C 85-A/ Yacht Club Drive		Okaloosa	Pedestrian	C	Existing/Programmed	\$0	0.00	0
76.1	SR 189	Beal Parkway	CR 2390	C 85-A/ Yacht Club Drive	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$349,933	5.74	B53
77.0	SR 189	Beal Parkway	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
77.0	SR 189	Beal Parkway	C 85-A/ Yacht Club Drive	SR 393/ Mary Esther Boulevard/ Oak Street	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$723,509	3.97	B65
78.0	SR 189	Beal Parkway	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	1	Okaloosa	Pedestrian	F	Add Sidewalk (Minor Regrading)	\$189,733	29.78	P16
78.0	SR 189	Beal Parkway	SR 393/ Mary Esther Boulevard/ Oak Street	SR 188/ Racetrack Road	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$695,137	6.64	B46
79.0	SR 189		SR 4/ Georgia Avenue	Alabama State Line	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$13,628,459	0.08	P142
	SR 189		SR 4/ Georgia Avenue	Alabama State Line		Okaloosa	,	Α	Existing/Programmed	\$0	0.00	0
80.0	SR 190	Valparaiso Boulevard	SR 85	SR397/ John Sims Parkway	4	Okaloosa		D	Add Sidewalk (Detailed Study Needed)	\$576,916	1.45	P89
80.0	SR 190	Valparaiso Boulevard	SR 85	SR397/ John Sims Parkway		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
81.0	SR 20		Okaloosa County Line	Eagle Creek	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,418,646	0.84	P108
81.0	SR 20		Okaloosa County Line	Eagle Creek		Walton	Bicycle	C	Existing/Programmed	\$0	0.00	0
82.0	SR 20		Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$2,979,157	0.26	P128
82.0	SR 20		Eagle Creek	OK-WL Urbanized Boundary (East of Eastern Street)		Walton	Bicycle	C	Existing/Programmed	\$0	0.00	0
83.0	SR 20		OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,180,277	0.28	P125
83.0	SR 20		OK-WL Urbanized Boundary(E of Eastern Street)	Basin Bayou		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
84.0	SR 20		Basin Bayou	CR 83A West end	4	Walton	Pedestrian	E	Add Sidewalk (Major Regrading)	\$1,936,704	0.80	P110
84.0	SR 20		Basin Bayou	CR 83A West end	5	Walton	Bicycle	D	Existing/Programmed  Add Sidowalk (Detailed Study Needed)	\$0	0.00	0 D117
85.0 85.0	SR 20		CR 83A West end CR 83A West end	US 331N/ North Madision Street	5	Walton	Pedestrian	D C	Add Sidewalk (Detailed Study Needed)	\$1,995,562	0.56	P117
85.0	SR 20			US 331N/ North Madision Street	_	Walton	Bicycle		Existing/Programmed  Add Sidowalk (Detailed Study Needed)	\$0	0.00	0
86.0	SR 20		US 331N/ North Madision Street	US 331S/ SR 83	3	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$382,089	2.47	P66
86.0	SR 20		US 331N/ North Madision Street	US 331S/ SR 83		Walton	Bicycle	D	Re-Stripe Candidate	\$19,546	57.37	B20
87.0	SR 20		US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary)	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$13,477,137	0.11	P139
87.0	SR 20		US 331S/ SR 83	Washington County Line(OK-WL MPA Boudary)		Walton	Bicycle	С	Existing/Programmed	\$0	0.00	0
88.0	SR 20		SR 85N	0.32 mi east of SR 85N		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
88.0	SR 20		SR 85N	0.32 mi east of SR 85N		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0





Segment	DeadNess	Pard Name I and			<b>T</b>	O to	No. de	Existing	Recommended	Total	Benefit-	David.
ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Modal LOS	Facility Type	Cost	Cost Index	Rank
89.0	SR 20		.32 mi East of SR 85N	SR 285/ Partin Drive		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
89.0	SR 20		.32 mi East of SR 85N	SR 285/ Partin Drive	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$222,255	17.01	B29
90.0	SR 20		SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
90.0	SR 20		SR 285/ Partin Drive	Juniper Drive/Bullock Boulevard	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$373,577	10.62	B34
90.1	SR 20		Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$168,723	31.80	P13
90.1	SR 20		Juniper Drive/Bullock Boulevard	Rocky Bayou Bridge	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$855,916	5.26	B59
91.0	SR 20		N end of Rocky Bayou bridge	S end of Rocky Bayou bridge	1	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$122,949	30.22	P15
91.0	SR 20		N end of Rocky Bayou bridge	S end of Rocky Bayou bridge		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
91.1	SR 20		S end of Rocky Bayou bridge	SR 293/ White Point Road	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$612,855	6.69	P40
91.1	SR 20		S end of Rocky Bayou bridge	SR 293/ White Point Road		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
92.0	SR 20		SR 293/ White Point Road	1000 ft. W of Walton County Line		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
92.0	SR 20		SR 293/ White Point Road	1000 ft. W of Walton County Line		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
92.1	SR 20		1000 ft. W of Walton County Line	Walton County Line	1	Okaloosa	Pedestrian	E	Add Sidewalk (Major Regrading)	\$66,182	43.62	P10
92.1	SR 20		1000 ft. W of Walton County Line	Walton County Line		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
93.0	SR 285	Partin Drive	SR 20	Swift Creek Bridge (South end)		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
93.0	SR 285	Partin Drive	SR 20	Swift Creek Bridge (South end)		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
94.0	SR 285		Swift Creek Bridge (South end)	College Boulevard. OK-WL Urbanized Area Boundary	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$106,124	15.43	P22
94.0	SR 285		Swift Creek Bridge (South end)	College Boulevard. OK-WL Urbanized Area Boundary		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
95.0	SR 285		College Boulevard/ OK-WL Urbanized Area Boundary	Walton County Line	5	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$8,823,978	0.19	P135
95.0	SR 285		College Boulevard/ OK-WL Urbanized Area Boundary	Walton County Line		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
96.0	SR 285		Okaloosa County Line	Green Acres Drive	5	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$5,702,957	0.23	P132
96.0	SR 285		Okaloosa County Line	Green Acres Drive		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
96.1	SR 285		Green Acres Drive	SR 10/ US 90	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$671,492	0.41	P123
96.1	SR 285		Green Acres Drive	SR 10/ US 90		Walton	Bicycle	В	Existing/Programmed	\$0	0.00	0
97.0	SR 293	Mid Bay Bridge Road	US98 (SR30)	Mid-Bay Bridge (South approach)		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
97.0	SR 293	Mid Bay Bridge Road	US98 (SR30)	Mid-Bay Bridge (South approach)		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
98.0	SR 293		Mid-Bay Bridge (South approach)	Toll Plaza	4	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$3,584,446	0.87	P107
98.0	SR 293		Mid-Bay Bridge (South approach)	Toll Plaza		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
98.1	White Point Road		Olde Post Road	SR 20	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$714,052	4.81	P52
98.1	White Point Road		Olde Post Road	SR 20		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
99.0	SR 30 (US 98)		Santa Rosa County Line	Hurlburt Field Gate	3	Okaloosa	Pedestrian	F	Add Sidewalk (Minor Regrading)	\$1,677,909	2.67	P63
99.0	SR 30 (US 98)		Santa Rosa County Line	Hurlburt Field Gate		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
100.0	SR 30 (US 98)		Hurlburt Field Gate	Mary Esther Drive	2	Okaloosa	Pedestrian	E	Add Sidewalk (Minor Regrading)	\$372,869	6.31	P44
100.0	SR 30 (US 98)		Hurlburt Field Gate	Mary Esther Drive		Okaloosa	Bicycle	C	Existing/Programmed	\$0	0.00	0
100.1	SR 30 (US 98)		Mary Esther Drive	SR 393/ Mary Esther Blvd		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
100.1	SR 30 (US 98)		Mary Esther Drive	SR 393/ Mary Esther Blvd	4	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$680,950	3.61	B70
101.0	SR 30 (US 98)		SR 393/ Mary Esther Boulevard	SR 189		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
101.0	SR 30 (US 98)		SR 393/ Mary Esther Boulevard	SR 189	4	Okaloosa	Bicycle	E	Detailed Corridor Study Needed	\$1,210,578	3.67	B69
101.1	SR 30 (US 98)		SR 189	Western Leg SR 85		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
101.1	SR 30 (US 98)		SR 189	Western Leg SR 85	1	Okaloosa	Bicycle	E	Re-Stripe Candidate	\$3,483	717.21	B1
	SR 30 (US 98)		Western Leg SR 85	Eastern Leg SR 85/Florida Place		Okaloosa	Pedestrian	СВ	Existing/Programmed	\$0 \$0	0.00	0
101.2	SR 30 (US 98)		Western Leg SR 85	Eastern Leg SR 85/Florida Place		Okaloosa	Bicycle	E	LOS Met	\$0 \$0	0.00	0
102.0	SR 30 (US 98)		Eastern Leg SR 85/Florida Place  Eastern Leg SR 85/Florida Place	Perry Avenue	1	Okaloosa	Pedestrian	E	Existing/Programmed	\$0 \$47,288	62.46	B18
102.0	SR 30 (US 98)			Perry Avenue	1	Okaloosa	Bicycle	F	Detailed Corridor Study Needed		56.53	P7
102.1	SR 30 (US 98)		Perry Avenue Perry Avenue	Santa Rosa Boulevard Santa Rosa Boulevard	1	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$63,839		B6
102.1	SR 30 (US 98) SR 30 (US 98)		Santa Rosa Boulevard	Pier Road	1	Okaloosa Okaloosa	Bicycle Pedestrian	E	Re-Stripe Candidate  Add Sidewalk (Minor Regrading)	\$10,450 \$19,504	276.75 105.25	P5
	SR 30 (US 98)		Santa Rosa Boulevard Santa Rosa Boulevard	Pier Road	2	Okaloosa		_		\$19,504		B31
102.2	SR 30 (US 98)		Dania Rusa Duulevalu	r ici Rodu		Okaidosa	Bicycle	E	Detailed Corridor Study Needed	\$ 100,780	15.07	B31





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal	Recommended Facility	Total Cost	Benefit- Cost	Rank
	reductivame	Noda Name 200a			1101	County	mode	LOS	Type	5551	Index	, tunit
102.3	SR 30 (US 98)		Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$5,450	247.43	P2
102.3	SR 30 (US 98)		Pier Road	Military Boundary/Beach Pk Entrance on Okaloosa Is		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
103.0	SR 30 (US 98)		Military Boundary	East Pass Bridge	3	Okaloosa	Pedestrian	F	Add Sidewalk (Minor Regrading)	\$1,164,497	2.71	P61
103.0	SR 30 (US 98)		Military Boundary	East Pass Bridge		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
104.0	SR 30 (US 98)		East Pass Bridge (West end)	Calhoun Avenue	2	Okaloosa	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$307,373	7.44	P36
104.0	SR 30 (US 98)		East Pass Bridge (West end)	Calhoun Avenue		Okaloosa	Bicycle	А	Existing/Programmed	\$0	0.00	0
104.1	SR 30 (US 98)		Calhoun Avenue	Gulf Shore Drive		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
104.1	SR 30 (US 98)		Calhoun Avenue	Gulf Shore Drive	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$945,764	5.68	B55
105.0	SR 30 (US 98)		Gulf Shore Drive	Emerald Coast Parkway/ Old US98		Okaloosa	Pedestrian	Е	Existing/Programmed	\$0	0.00	0
105.0	SR 30 (US 98)		Gulf Shore Drive	Emerald Coast Parkway/ Old US98	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$491,797	8.78	B39
106.0	SR 30 (US 98)		Emerald Coast Parkway/ Old US98	Matthew Blvd	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$911,953	7.28	P38
106.0	SR 30 (US 98)		Emerald Coast Parkway/ Old US98	Matthew Blvd	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$39,285	79.70	B15
107.0	SR 30 (US 98)		Matthew Blvd	Kel-Wen Circle	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$586,374	6.59	P41
107.0	SR 30 (US 98)		Matthew Blvd	Kel-Wen Circle	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$15,482	112.88	B12
107.1	SR 30 (US 98)		Kel-Wen Circle	Walton County Line	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,153,832	3.44	P58
107.1	SR 30 (US 98)		Kel-Wen Circle	Walton County Line	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$23,609	88.89	B13
108.0	SR 30 (US 98)		Okaloosa County Line	Old US 98/ SR 30	3	Walton	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$2,383,325	1.82	P80
108.0	SR 30 (US 98)		Okaloosa County Line Okaloosa County Line	Old US 98/ SR 30	2	Walton	Bicycle	E	Re-Stripe Candidate	\$60,959	47.77	B22
109.0	SR 30 (US 98)		Old US 98/ SR 30/ Gulf Pines Rd	600 ft. W of Baytown Avenue		Walton	Pedestrian	D	Existing/Programmed	\$0	0.00	0
109.0	SR 30 (US 98)		Old US 98/ SR 30/ Gull Plines Rd	600 ft. W of Baytown Avenue		Walton	Bicycle	С	Existing/Programmed	\$0	0.00	0
109.0	SR 30 (US 98)		600 ft. W of Baytown Avenue					D		\$0 \$0	0.00	0
				1000 ft. W of Sandestin Lane	3	Walton	Pedestrian	E	Existing/Programmed	\$226,983		B44
109.1	SR 30 (US 98)		600 ft. W of Saytown Avenue	1000 ft. W of Sandestin Lane	3	Walton	Bicycle	_	Detailed Corridor Study Needed		7.01	
109.2	SR 30 (US 98)		1000 ft. W of Sandestin Lane	Mack Bayou Road		Walton	Pedestrian	D	Existing/Programmed	\$0	0.00	0
109.2	SR 30 (US 98)		1000 ft. W of Sandestin Lane	Mack Bayou Road		Walton	Bicycle	C F	Existing/Programmed	\$0	0.00	0
110.0	SR 30 (US 98)		Mack Bayou Road	CR 30A	3	Walton	Pedestrian		Add Sidewalk (Detailed Study Needed)	\$1,193,081	2.37	P68
110.0	SR 30 (US 98)		Mack Bayou Road	CR 30A		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
111.0	SR 30 (US 98)		CR 30A (West end)	FHWA Boundary (East of CR 30A)	2	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$255,356	8.72	P31
111.0	SR 30 (US 98)		CR 30A (West end)	FHWA Boundary (East of CR 30A)		Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
112.0	SR 30 (US 98)		OK-WL FHWA Boundary (East of CR 30A)	Thompson Road/Bishop-Tolbert Road	3	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,312,248	1.85	P78
	SR 30 (US 98)		OK-WL FHWA Boundary (East of CR 30A)	Thompson Road/Bishop-Tolbert Road		Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
112.1	SR 30 (US 98)		Thompson Road/Bishop-Tolbert Road	CR 393		Walton	Pedestrian	D	Existing/Programmed	\$0	0.00	0
112.1	SR 30 (US 98)		Thompson Road/Bishop-Tolbert Road	CR 393	1	Walton	Bicycle	-	Re-Stripe Candidate	\$19,546	138.00	B11
113.0	SR 30 (US 98)		CR 393	Veterans Road		Walton	Pedestrian	D F	Existing/Programmed	\$0	0.00	0
113.0	SR 30 (US 98)		CR 393	Veterans Road	4	Walton	Bicycle	E	Re-Stripe Candidate	\$9,870	256.79	B7
113.1	SR 30 (US 98)		Veterans Road	US 331/SR 83	4	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,336,037	0.94	P102
113.1	SR 30 (US 98)		Veterans Road	US 331/SR 83	-	Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
114.0	SR 30 (US 98)		US 331/ SR 83	CR 395	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,922,411	0.54	P118
114.0	SR 30 (US 98)		US 331/ SR 83	CR 395	_	Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
115.0	SR 30 (US 98)		CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)	5	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$7,585,027	0.27	P127
115.0	SR 30 (US 98)		CR 395	Bay County Unbanized Area Boundary (Side Camp Rd)		Walton	Bicycle	E	Existing/Programmed	\$0	0.00	0
116.0	SR 30 (US 98)		Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive	4	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,191,663	0.61	P115
116.0	SR 30 (US 98)		Bay County Unbanized Area Boundary (Side Camp Rd)	Shore Drive		Walton	Bicycle	В	Existing/Programmed	\$0	0.00	0
116.1	SR 30 (US 98)		Shore Drive	Bay County Line (OK-WL MPA Boundary)		Walton	Pedestrian	С	Existing/Programmed	\$0	0.00	0
116.1	SR 30 (US 98)		Shore Drive	Bay County Line (OK-WL MPA Boundary)		Walton	Bicycle	С	Existing/Programmed	\$0	0.00	0
117.0	SR 393	Mary Esther Boulevard	US 98/ SR 30	Anchors Street		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
117.0	SR 393	Mary Esther Boulevard	US 98/ SR 30	Anchors Street	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$411,407	6.17	B49
118.0	SR 393	Mary Esther Boulevard	Anchors Street	SR 189/ Beal Parkway		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
118.0	SR 393	Mary Esther Boulevard	Anchors Street	SR 189/ Beal Parkway	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$458,696	7.04	B43





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal	Recommended Facility	Total Cost	Benefit- Cost	Rank
								LOS	Туре		Index	
119.0	SR 397	Eglin Boulevard	SR 85	Eglin West Gate	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$851,188	1.63	P82
119.0	SR 397	Eglin Boulevard	SR 85	Eglin West Gate		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
120.0	SR 397	John Sims Parkway	Eglin Gate	S end of bridge		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
120.0	SR 397	John Sims Parkway	Eglin Gate	S end of bridge	2	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$15,675	44.20	B23
120.1	SR 397	John Sims Parkway	S end of bridge	Bayshore Drive		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
120.1	SR 397	John Sims Parkway	S end of bridge	Bayshore Drive	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$3,483	290.69	B5
120.2	SR 397	John Sims Parkway	Bayshore Drive	SR 190/ Broadway Avenue		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
120.2	SR 397	John Sims Parkway	Bayshore Drive	SR 190/ Broadway Avenue		Okaloosa	Bicycle	А	Existing/Programmed	\$0	0.00	0
121.0	SR 397		SR 190	SR 85		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
121.0	SR 397		SR 190	SR 85		Okaloosa	Bicycle	А	Existing/Programmed	\$0	0.00	0
122.0	SR 4		Santa Rosa County Line	SR 189	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$7,679,604	0.08	P140
122.0	SR 4		Santa Rosa County Line	SR 189		Okaloosa	Bicycle	А	Existing/Programmed	\$0	0.00	0
123.0	SR 4		SR 189	US 90/ SR 10	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,341,057	0.26	P129
123.0	SR 4		SR 189	US 90/ SR 10		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
124.0	SR 81		SR 20	OK-WL MPA Boundary	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,314,612	0.49	P119
124.0	SR 81		SR 20	OK-WL MPA Boundary		Walton	Bicycle	А	Existing/Programmed	\$0	0.00	0
125.0	SR 81		OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$11,074,896	0.06	P143
125.0	SR 81		OK-WL MPA Boundary (N of W end of Windmill Road)	CR 183		Walton	Bicycle	А	Existing/Programmed	\$0	0.00	0
126.0	SR 81		CR 183	Holmes County Line	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,511,294	0.17	P136
126.0	SR 81		CR 183	Holmes County Line		Walton	Bicycle	Α	Existing/Programmed	\$0	0.00	0
127.0	SR 83 (US 331S)		SR 30/ US 98	Chat Holley Road		Walton	Pedestrian	С	Existing/Programmed	\$0	0.00	0
127.0	SR 83 (US 331S)		SR 30/ US 98	Chat Holley Road		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
127.1	SR 83 (US 331S)		Chat Holley Road	Choctawatchee Bay Bridge (south end of span)	1	Walton	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$131,938	15.73	P21
127.1	SR 83 (US 331S)		Chat Holley Road	Choctawatchee Bay Bridge (south end of span)		Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
128.0	SR 83 (US 331S)		Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span)	4	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$1,371,358	1.10	P97
128.0	SR 83 (US 331S)		Choctawatchee Bay Bridge (south end of span)	Choctawatchee Bay Bridge (north end of span)		Walton	Bicycle	С	Existing/Programmed	\$0	0.00	0
128.1	SR 83 (US 331S)		Choctawatchee Bay Bridge (north end of span)	SR 20	4	Walton	Pedestrian	Е	Add Sidewalk (Minor Regrading)	\$1,763,955	1.31	P91
128.1	SR 83 (US 331S)		Choctawatchee Bay Bridge (north end of span)	SR 20		Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
129.0	SR 83 (US 331)		SR 20	CR 883/Madison Street	5	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$4,747,735	0.46	P122
129.0	SR 83 (US 331)		SR 20	CR 883/Madison Street		Walton	Bicycle	Е	Existing/Programmed	\$0	0.00	0
	SR 83 (US 331)		CR 833/Madison Street	I-10	5	Walton	Pedestrian	Е	Add Sidewalk (Detailed Study Needed)	\$8,634,825	0.26	P130
130.0	SR 83 (US 331)		CR 833/Madison Street	I-10		Walton	Bicycle	F	Existing/Programmed	\$0	0.00	0
	SR 83 (US 331S)		I-10/ SR 8	US 90/ SR 10	2	Walton	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$89,058	7.90	P33
	SR 83 (US 331S)		I-10/ SR 8	US 90/ SR 10	5	Walton	Bicycle	F	Detailed Corridor Study Needed	\$978,866	3.32	B74
	SR 83 (US 331S)		US 90/ SR 10	Burdick Avenue		Walton	Pedestrian	С	Existing/Programmed	\$0	0.00	0
132.0	SR 83 (US 331S)		US 90/ SR 10	Burdick Avenue	5	Walton	Bicycle	D	Detailed Corridor Study Needed	\$1,272,053	1.15	B86
	SR 83 (US 331S)		Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road)	2	Walton	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$264,814	5.56	P46
	SR 83 (US 331S)		Burdick Avenue	OK-WL MPA Boundary (North of Caswell Road)		Walton	Bicycle	D	Existing/Programmed	\$0	0.00	0
	SR 83 (US 331S)		OK-WL MPA Boundary (North of Caswell Road)	CR 185C	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,634,244	0.26	P131
	SR 83 (US 331S)		OK-WL MPA Boundary (North of Caswell Road)	CR 185C		Walton	Bicycle	В	Existing/Programmed	\$0	0.00	0
	SR 83 (US 331S)		CR 185C	CR 181	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$9,173,911	0.06	P144
	SR 83 (US 331S)		CR 185C	CR 181		Walton	Bicycle	Α	Existing/Programmed	\$0	0.00	0
	SR 83 (US 331S)		CR 181	Alabama State Line	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,465,934	0.30	P124
	SR 83 (US 331S)		CR 181	Alabama State Line		Walton	Bicycle	А	Existing/Programmed	\$0	0.00	0
	SR 85		US 98 (SR 30)	1st Street		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
				1st Street		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
136.0	SR 85		US 98 (SR 30)	ist street		Citalocoa		0	LOO WICE	ΨΟ		
	SR 85 SR 85		US 98 (SR 30)	1st Street		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal	Recommended Facility	Total Cost	Benefit- Cost	Rank
								LOS	Туре		Index	
138.0	SR 85		1st Street	Perry Avenue		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
138.0	SR 85		1st Street	Perry Avenue	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$179,695	14.94	B32
138.1	SR 85		Perry Avenue	S end of bridge	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$56,719	38.62	P11
138.1	SR 85		Perry Avenue	S end of bridge	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$534,357	6.01	B51
138.2	SR 85		S end of bridge	N end of bridge		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
138.2	SR 85		S end of bridge	N end of bridge	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$4,064	392.49	B4
138.3	SR 85		N end of bridge	SR 188/ Racetrack Road/ 4th Avenue		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
138.3	SR 85		N end of bridge	SR 188/ Racetrack Road/ 4th Avenue	4	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$520,170	5.17	B60
139.0	SR 85		SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$2,581	443.54	P1
139.0	SR 85		SR 188/ Racetrack Road/ 4th Avenue	W end of bridge	2	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$85,119	26.13	B26
139.1	SR 85		W end of bridge	E end of bridge		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
139.1	SR 85		W end of bridge	E end of bridge	1	Okaloosa	Bicycle	D	Re-Stripe Candidate	\$9,095	211.17	В9
139.2	SR 85		E end of bridge	12th Avenue	1	Okaloosa	Pedestrian	D	Add Sidewalk (Minor Regrading)	\$19,576	79.65	P6
139.2	SR 85		E end of bridge	12th Avenue	3	Okaloosa	Bicycle	Е	Detailed Corridor Study Needed	\$430,323	5.98	B52
140.0	SR 85		12th Avenue	SR 189	3	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$1,778,036	1.72	P81
140.0	SR 85		12th Avenue	SR 189		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
141.0	SR 85		SR 189	SR 190		Okaloosa	Pedestrian	UC	Under Construction	\$4,728,820	UC	0
141.0	SR 85		SR 189	SR 190		Okaloosa	Bicycle	UC	Under Construction	\$2,364,410	UC	0
142.0	SR 85	Government Avenue	SR 190	SR 397/ John Sims Parkway	2	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$295,078	5.08	P50
142.0	SR 85	Government Avenue	SR 190	SR 397/ John Sims Parkway	3	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$368,848	5.73	B54
143.0	SR 85	John Sims Parkway	Government Avenue	SR 85 N		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
143.0	SR 85	John Sims Parkway	Government Avenue	SR 85 N		Okaloosa	Bicycle	D	Existing/Programmed	\$0	0.00	0
144.0	SR 85		SR 20	College Boulevard	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$673,384	2.68	P62
144.0	SR 85		SR 20	College Boulevard	4	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$420,865	3.47	B72
145.0	SR 85		College Boulevard	SR 123	4	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$3,007,530	1.48	P88
145.0	SR 85		College Boulevard	SR 123		Okaloosa	Bicycle	F	Existing/Programmed	\$0	0.00	0
145.1	SR 85		SR 123	Antioch Road	5	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$9,372,521	0.47	P121
145.1	SR 85		SR 123	Antioch Road		Okaloosa	Bicycle	F	Existing/Programmed	\$0	0.00	0
146.0	SR 85		Antioch Road	I-10 (SR 8)	3	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$1,655,087	2.40	P67
146.0	SR 85		Antioch Road	I-10 (SR 8)		Okaloosa	Bicycle	F	Existing/Programmed	\$0	0.00	0
147.0	SR 85		I-10 (SR8)	Duggan Avenue	1	Okaloosa	Pedestrian	E	Add Sidewalk (Minor Regrading)	\$56,361	46.70	P9
147.0	SR 85		I-10 (SR8)	Duggan Avenue	3	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$619,475	8.14	B41
147.1	SR 85		Duggan Avenue	Edney Avenue		Okaloosa	Pedestrian	E	Existing/Programmed	\$0	0.00	0
147.1	SR 85		Duggan Avenue	Edney Avenue		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
147.2	SR 85		Edney Avenue	Walnut Avenue		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
147.2	SR 85		Edney Avenue	Walnut Avenue	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$193,882	18.12	B28
147.3	SR 85		Walnut Avenue	Oakdale Avenue		Okaloosa	Pedestrian	E	Existing/Programmed	\$0	0.00	0
147.3	SR 85		Walnut Avenue	Oakdale Avenue	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$137,136	29.11	B25
	SR 85		Oakdale Avenue	US90/ SR 10		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
	SR 85		Oakdale Avenue	US90/ SR 10	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$70,932	48.93	B21
148.0	SR 85		US90/ SR 10	Jones Road		Okaloosa	Pedestrian	D	Existing/Programmed	\$0	0.00	0
148.0	SR 85		US90/ SR 10	Jones Road	3	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$610,018	6.84	B45
148.1	SR 85		Jones Road	Garden Street	1	Okaloosa	Pedestrian	E	Add Sidewalk (Minor Regrading)	\$88,915	31.09	P14
148.1	SR 85		Jones Road	Garden Street	2	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$293,187	15.92	B30
148.2	SR 85		Garden Street	CR 188/ Old Bethel Road	1	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$241,170	10.08	P29
148.2	SR 85		Garden Street	CR 188/ Old Bethel Road	4	Okaloosa	Bicycle	F	Detailed Corridor Study Needed	\$241,170	14.63	B33
149.0	SR 85		CR 188/ Old Bethel Road	Cosson Circle	4	Okaloosa	Pedestrian	E	Add Sidewalk (Detailed Study Needed)	\$2,752,173	1.01	P101
149.0	SR 85		CR 188/ Old Bethel Road	Cosson Circle		Okaloosa	Bicycle	F	Existing/Programmed	\$0	0.00	0





Segment ID	Road Name	Road Name Local	From	То	Tier	County	Mode	Existing Modal LOS	Recommended Facility Type	Total Cost	Benefit- Cost Index	Rank
149.1	SR 85		Cosson Circle	MPA Boundary (South of Jim Green Road)	2	Okaloosa	Pedestrian	F	Add Sidewalk (Detailed Study Needed)	\$709,323	5.39	P47
149.1	SR 85		Cosson Circle	MPA Boundary (South of Jim Green Road)		Okaloosa	Bicycle	F	Existing/Programmed	\$0	0.00	0
150.0	SR 85		OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line	5	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$14,063,511	0.08	P141
150.0	SR 85		OK-WL MPA Boundary (S of Jim Green Road)	Walton County Line		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
151.0	SR 85		Okaloosa County Line	Alabama State Line	5	Walton	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$4,010,039	0.23	P133
151.0	SR 85		Okaloosa County Line	Alabama State Line		Walton	Bicycle	В	Existing/Programmed	\$0	0.00	0
152.0	Stillwell Blvd		SR 85	Monterrey Rd	3	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$742,425	2.50	P65
152.0	Stillwell Blvd		SR 85	Monterrey Rd	5	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$742,425	1.88	B81
153.0	Airmens Memorial Rd		Live Oak Church Rd	Kensington Ln		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
153.0	Airmens Memorial Rd		Live Oak Church Rd	Kensington Ln		Okaloosa	Bicycle	Α	LOS Met	\$0	0.00	0
154.0	Valley Rd		US 90	Reinke Dr	4	Okaloosa	Pedestrian	D	Add Sidewalk (Detailed Study Needed)	\$1,796,952	0.87	P105
154.0	Valley Rd		US 90	Reinke Dr	5	Okaloosa	Bicycle	D	Detailed Corridor Study Needed	\$898,476	1.26	B85
155.0	Hurlburt Rd		CR 20	Landry Street		Okaloosa	Pedestrian	Α	Existing/Programmed	\$0	0.00	0
155.0	Hurlburt Rd		CR 20	Landry Street		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
156.0	Hurlburt Rd		Landry Street	SR 189		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
156.0	Hurlburt Rd		Landry Street	SR 189		Okaloosa	Bicycle	С	LOS Met	\$0	0.00	0
157.0	Ferry Road		Perry Avenue	CR 2390		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
157.0	Ferry Road		Perry Avenue	CR 2390		Okaloosa	Bicycle	В	LOS Met	\$0	0.00	0
158.0	Ferry Road		CR 2390	Sudduth Circle		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
158.0	Ferry Road		CR 2390	Sudduth Circle		Okaloosa	Bicycle	Α	Existing/Programmed	\$0	0.00	0
159.0	Hughes Street		SR 189	SR 85		Okaloosa	Pedestrian	В	Existing/Programmed	\$0	0.00	0
159.0	Hughes Street		SR 189	SR 85		Okaloosa	Bicycle	В	LOS Met	\$0	0.00	0
160.0	Hughes Street		SR 85	Ferry Road		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
160.0	Hughes Street		SR 85	Ferry Road		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
161.0	Wright Parkway		US 98	SR 389		Okaloosa	Pedestrian	С	Existing/Programmed	\$0	0.00	0
161.0	Wright Parkway		US 98	SR 389		Okaloosa	Bicycle	Α	Existing/Programmed	\$0	0.00	0
162.0	Memorial Parkway		US 98	SR 189		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
162.0	Memorial Parkway		US 98	SR 189		Okaloosa	Bicycle	В	Existing/Programmed	\$0	0.00	0
163.0	Mid-Bay Bridge Connector		Toll Plaza	Ridge Road	3	Okaloosa	Pedestrian	Е	Add Sidewalk (Major Regrading)	\$978,802	1.83	P79
163.0	Mid-Bay Bridge Connector		Toll Plaza	Ridge Road		Okaloosa	Bicycle	С	Existing/Programmed	\$0	0.00	0
164.0	Matthew Boulevard		Old Hwy 98	US 98		Okaloosa	Pedestrian	С	LOS Met	\$0	0.00	0
164.0	Matthew Boulevard		Old Hwy 98	US 98		Okaloosa	Bicycle	Α	Existing/Programmed	\$0	0.00	0