



Florida Department of Transportation District Three Transportation Regional Incentive Program

Project Name: SR 85 Crestview Evening Relief: 3rd NB lane from Live Oak Church Road to Bypass

TRIP was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay up to 50 percent of project costs for public transportation facility projects. Projects must: "Serve national, statewide, or regional functions and function as part of an integrated regional transportation system".

While there is no rigid application procedure, the District has created this form for Implementing Agencies and Regional Transportation Authorities to facilitate the assembly of pertinent project information related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Date: December 1, 2023

Origin of Request (Applying RTA): NW Florida Regional TPO

Contact Person: Scott Bitterman

Address: 1759 S. Ferdon Blvd, Crestview, FL 32536

Phone: 850-689-5772 **E-mail:** sbitterman@myokaloosa.com

Implementing Agency¹: Local Okaloosa County Government

Contact Person: Scott Bitterman

Address: 1759 S. Ferdon Blvd, Crestview, FL 32536

Phone: 850-689-5772 **E-mail:** sbitterman@myokaloosa.com

Project Information:

Facility: SR 85

Project Limits: Live Oak Church Road to Crestview Bypass (P.J. Adams Parkway)

Work to be performed:

A 3rd NB through lane will be added from Live Oak Church Road to the Crestview Bypass. A stormwater pond will be added to treat runoff.

Project Information Continued:

Describe how the project will improve regional mobility within the Regional Transportation Area:

Each work evening, typically Monday - Friday, northbound traffic on SR 85 is delayed at the intersection with Live Oak Church Road. The northbound traffic queues from Live Oak Church Road to the 77th Special Forces Way/ McWhorter Ave interchange serving Duke Field and 7th Special Forces Group; a distance of 4.5 miles. FDOT and Okaloosa County are constructing a \$200M Crestview Bypass to help relieve the traffic. The Bypass benefit for traffic will not be fully realized in the evening until SR 85 has a 3rd northbound lane constructed between

Attachment A: Project location map and support data for regional mobility, as appropriate.

Describe how the project reflects the below statutory guidelines under which the District will prioritize and select the candidate projects for funding² (Check those that apply):

- ☒ Provides connectivity to the SIS,
- ☐ Supports economic development and goods movement in Rural Areas of Opportunity,
- ☒ Is subject to local ordinances that establish corridor management techniques,
- ☒ Improves connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

SR 85 is on the Florida SIS. It is currently ranked #2 on the Okaloosa-Walton LRTP for SIS route projects. In addition, SR 85 is a STRAHNET connector from Eglin Air Force Base to I-10.

Does this project include an Environmental Study? Yes/No Yes

If Federal funding is to be requested for any phase of this project, an Environmental Study must be completed in accordance with the National Environmental Policy Act.

Does this project have design plans available? Yes/No Yes

Attachment B: If yes, Environmental Study and/or Design plans.

Project Funding:

Describe source of matching funds per phase and any restrictions on availability. Each phase requested (i.e., design, right-of-way, construction) requires at least a 50% local agency match unless the agency is within a Rural Area of Opportunity. Each phase shall be separated by at least 2 fiscal years (Department's fiscal year runs from July to June).

Phase Requested	FY	FDOT Amount	Local Match
PDE:		Complete	N/A
R/W:	24	\$0	\$1,500,000
Design:	24	\$0	\$300,000
Construction:	25	\$1,600,000	\$700,000

Attachment C: The planned project construction schedule.

Is the Agency eligible for a waiver of up to 50% of the project cost?³ Yes/No No

Has other funding been requested for any part of this project? Yes/No No

(SCRAP, SCOP, CIGP, HSIP, SRTS, TA, Grant, etc.) If Yes, Name:

How will TRIP funding accelerate this project's implementation?

Okaloosa County does not have the total funds to implement the project and would not have sufficient funds budgeted for the next 5-year plan. TRIP funding would allow the SR 85 Crestview Evening Relief project to begin in calendar year 2024 and could be completed as early as FDOT is able to program construction funding.

Regional Transportation Area⁴:

Describe the regional coordinating entity responsible for the prioritization of the candidate project and how the entity qualifies for TRIP funding as a Regional Transportation Area:

The Emerald Coast Regional Council is responsible for prioritization of the projects and qualifies for TRIP funding.

Has a copy of the RTA's interlocal agreement that addresses the statutory requirements⁵ been previously submitted to the Department ?

Yes/No

If no, please explain:

***Attachment D:** Review the authorizing interlocal agreement and any supporting documentation. Include the agreement with the application if updates to signatures, dates, or any other information is revised.*

Is there a Regional Transportation Plan that demonstrates the completion of the following?

- Adopted system map or listing of facilities, showing the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.
- The prioritized list of regionally significant projects developed by the Regional Transportation Area.

If no, please explain:

***Attachment E:** Documentation of successful completion of a qualified Regional Transportation Plan (include map).*

Project Qualification Information:

Does the project appear in the capital improvement schedule of the local comprehensive plan? If no, explain: **Yes/No**

***Attachment F:** If available, add documentation that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan. ⁶*

***Attachment G:** Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is on a Strategic Intermodal System. ⁷*

Project Qualification Information Continued:

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

- ☒ Supports facilities that serve national, statewide or regional functions and function as an integrated transportation system,
- ☒ Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
- ☒ Be consistent with the Strategic Intermodal System (SIS),
- ☒ Be in compliance with local corridor management policies, and
- ☒ Have commitment of local, regional or private matching funds (if no waiver).

This application is a good faith commitment from the applicant that matching funds will be available. As such, the Department requires that the Chairman of the Governing Board of the Municipality/Authority committing the funds sign this application (electronic signature accepted):

Signature: John Hofstad

Digitally signed by John Hofstad
Date: 2024.01.18 10:09:47 -06'00'

Supporting Narrative:

The Crestview Evening Relief project is a small piece; however, the most cost beneficial piece, of the much larger SR 85 6-laning project. While the SR 85 6-laning project is #2 on the L RTP SIS list, the cost to fully implement the 6-lane project between Live Oak Church Road and I-10 is estimated to cost \$21M for Right-of-Way and \$28M for Construction. The Right-of-Way acquisition is not currently in the 5-year work plan for the 6-laning project. This TRIP application will allow one small piece of the 6-lane project to proceed ahead of schedule and be constructed in time to support the \$200M Crestview bypass project already under construction.

Please submit application with supporting information and documentation, including the following Attachments A-H, electronically to:

Florida Department of Transportation, District Three
Tanya Sanders Branton, TRIP Coordinator
tanya.branton@dot.state.fl.us
phone (850) 330-1550

Attachment A: Project location map and support data, as appropriate.

Attachment B: Environmental Study and/or Design Plans, if available.

Attachment C: The planned project construction schedule.

Attachment D: The authorizing interlocal agreement and any supporting documentation as appropriate. Check Signatures and Dates.

Attachment E: Documentation demonstrating successful completion of a qualified Regional Transportation Plan.

Attachment F: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.⁶

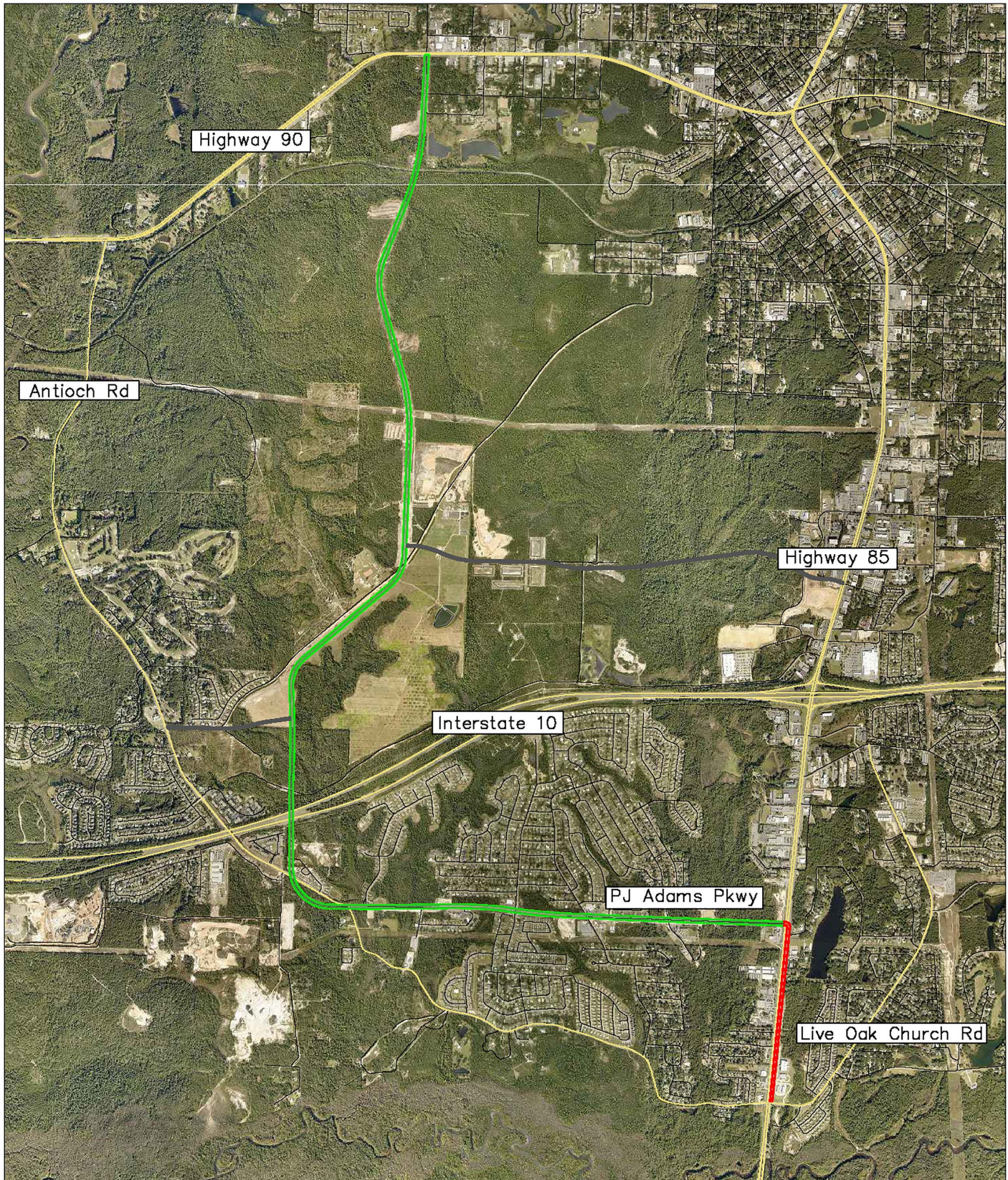
Attachment G: Document that level-of-service standards for the facility to be improved have been adopted by the local government if on the SIS.⁷

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

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

SR 85 CRESTVIEW EVENING RELIEF PROJECT

3rd North-Bound Lane from Live Oak Church Rd to PJ Adams Pkwy



— SR 85 Crestview Evening Relief Project

— Crestview Bypass \$200 M Project (Under Construction)

The logo features a stylized map of Florida in green and blue, with the text "SR 85" in white and blue. To the right of the map, the text "PD&E STUDY" is written in a dark blue, serif font.

SR 85 PD&E STUDY



September 2021

Environmental Assessment

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

FM No.: 220171-2-22-01
ETDM Number: 14367



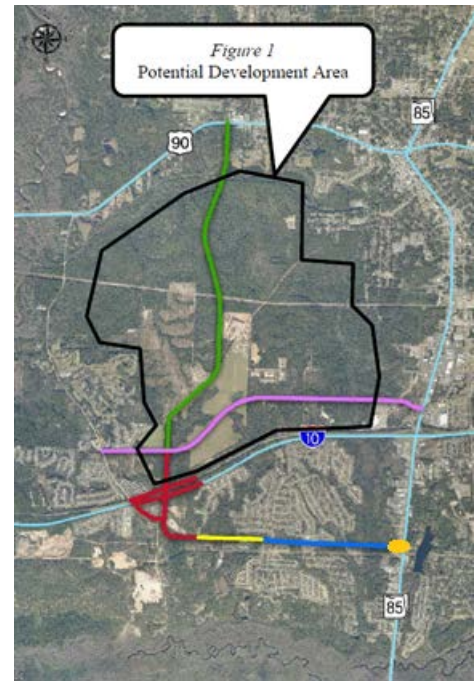
BACKGROUND AND PURPOSE

The State, Okaloosa County, and the City of Crestview have been working on a Southwestern Crestview Bypass to relieve congestion on State Route 85. A \$200 Million effort is funded to improve the bypass between State Road 85 and US 90 that will funnel more traffic to and away from the intersection of State Route 85 & P.J. Adams Parkway (the Bypass). The full benefit of the bypass will not be realized until SR 85 is 6-laned between P.J. Adams Parkway and Live Oak Church Road.

Previous funding agreements with FDOT focused on widening the 2-lane section of P.J. Adams, from 700 ft. west of SR 85, to the intersection of P.J. Adams and Crab Apple Avenue (The blue and yellow segments shown in Figure 1). The intersection of P.J. Adams & Crab Apple Avenue is the dividing line between County led widening of the Bypass and the FDOT led I-10 interchange project (Shown in red in Figure 1).

Okaloosa County received a Triumph grant of \$64 Million to build the green and pink portions of the Bypass shown in Figure 1. The total cost of all improvements shown in Figure 1 is estimated at \$200 Million.

In addition, FDOT and the County have an active TRIP grant to add dual right turns to the intersection of P.J. Adams Parkway & SR 85 (Shown in orange in Figure 1).



The figure also highlights the potential development area that will add traffic to the roadway network.

Table 1 – Construction Schedule for Funded Improvements

Segment Color	Segment Name	Begin Construction Year
Blue	Bypass Phases I,II,III	2019
Yellow	Bypass Phase IV	2020
Red	I-10 Interchange	2021 Design-Build (letting June of 2021)
Pink	East-West Connector	2021
Green	Bypass Phase V	2021
Orange	PJ Adams Pkwy Turn Lane @ SR 85 S Ferdon Blvd	2025

SR 85 6-lane Project by FDOT

Widening SR 85 to 6-lanes is the 2nd ranked project in the Okaloosa-Walton Transportation Planning Organization project priority list. The PD&E for the 6-lane project is complete and plans have been developed to the 60% level in the Crestview area. The cost to fully implement the 6-lane project

between Live Oak Church Road and I-10 is estimated to cost \$21M for Right-of-Way and \$28M for Construction. The Right-of-Way acquisition is not currently in FDOT's 5-year work plan for the 6-laneing project.

PROPOSED CONSTRUCTION SCHEDULE

The SR 85 Crestview Evening Relief project will allow one small piece of the 6-laneing project to proceed ahead of schedule and be constructed in time to support the \$200 Million Southwest Crestview Bypass project already under construction. Okaloosa County proposes using a consultant to design the project in 2024. Right-of-Way acquisition, for the pond site that will serve this TRIP project and also serve needs of the overall FDOT 6-lane project, will be complete in 2024. Construction of the SR 85 Crestview Evening Relief project could begin in 2025 and be completed, if funds are made available, concurrently with the Southwest Crestview Bypass and I-10 interchange.

**INTERLOCAL AGREEMENT FOR CREATION OF THE
NORTHWEST FLORIDA REGIONAL TRANSPORTATION PLANNING ORGANIZATION**

THIS REVISED AND RESTATED INTERLOCAL AGREEMENT is made and entered into this 21st day of September, 2005, by and between the FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION , and the OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION, and supercedes all previous agreements.

RECITALS:

WHEREAS, Census 2000 shows that the Fort Walton Beach Urbanized Area is no longer just contiguous to the Pensacola Urbanized Area, but extends across the Okaloosa-Santa Rosa County Line to Navarre; and

WHEREAS, federal and state transportation agencies have placed an emphasis on regional transportation planning to develop regional transportation solutions, and this emphasis is demonstrated most strongly in the 2003 Florida Legislature's direction to the Florida Transportation Commission to study the nature and extent of regional transportation planning efforts by and among Florida's twenty-six metropolitan planning organizations and creation of the Transportation Regional Incentive Program during the 2005 Session; and

WHEREAS, in February 2003, the Florida Department of Transportation, acting on behalf of the Governor, communicated to the Florida-Alabama TPO (formerly known as the Pensacola MPO) and Okaloosa-Walton TPO the need to either consolidate as one metropolitan planning organization or develop a consultative process to incorporate institutional and process improvements to address regional transportation issues at the metropolitan planning organization level; and

WHEREAS, by June 26, 2003, the Florida-Alabama TPO and Okaloosa-Walton TPO responded to the Department with a commitment to enter into an interlocal agreement for purposes of coordinating long range transportation plans, establishing regional transportation priorities, and developing an enhanced regional public involvement process, and

WHEREAS, the 2003 Legislature modified Paragraph 339.175 (5) (i) (2), Florida Statutes, authorizing contiguous metropolitan planning organizations and individual political

subdivisions to enter into agreements to coordinate activities or to achieve any federal or state transportation planning goals or purposes; and

WHEREAS, the parties of this Interlocal Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development; and

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of and is consistent with Section 339.175 (5) (i) (2), Florida Statutes; and

WHEREAS, the Transportation Regional Incentive Program created by 339.2819, Florida Statutes, requires that the entity that is creating the regional transportation plan be identified and that the boundaries of the regional transportation area be delineated; and

WHEREAS, the interlocal agreement must be consistent with statutory requirements set forth in Section 163.01, Florida Statutes, relating to interlocal agreements; and

WHEREAS, the undersigned parties have determined that this Agreement is consistent with the requirements of Section 163.01, Florida Statutes.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1

TITLE; RECITALS; DEFINITIONS

Section 1.01. This Interlocal Agreement shall be known and may be cited as the "Northwest Florida Regional Transportation Planning Organization Agreement."

Section 1.02. Recitals. Each and all of the foregoing recitals be and the same hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to

invalidate this Agreement.

Section 1.03. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

(a) "Agreement" means and refers to this instrument, as amended from time to time, entered into according to provisions of part I, Chapter 163, Florida Statutes.

(b) "Department" shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, Florida Statutes.

(c) "Long Range Transportation Plan" is the 20-year plan of each local metropolitan planning organization which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation enhancement activities; and in ozone/carbon monoxide non-attainment areas is coordinated with the State Implementation Plan; all as required by 23 USC Section 134(g), 23 CFR Section 450.322, Section 339.175(6), Florida Statutes.

(d) "Member" means the Florida-Alabama Transportation Planning Organization (FL-ALTPO), formerly called the Pensacola MPO, or the Okaloosa-Walton Transportation Planning Organization (O-WTPO).

(e) "Metropolitan Planning Area" means and refers to the planning area as delineated by each TPO for the urbanized area containing at least a population of 50,000 as described in 23 USC Section 134(b)(1), 49 USC Section 5303(c)(1), and Section 339.175, Florida Statutes, which shall be subject to the TPO.

(f) "Organization" means the body politic and corporate created pursuant to this Agreement.

(g) "Regional Transportation Area" means the boundaries of the area to be covered by the regional transportation plan and list of project priorities created pursuant to the

Transportation Regional Incentive Program. The boundaries of the regional transportation area are defined as follows: the entirety of, Escambia, Okaloosa, Santa Rosa, and Walton Counties, Florida.

(h) "Regional Transportation Priorities" are those priorities for transportation projects, which are located in or affect transportation in more than one county.

(i) "Representative" means an elected official who serves on the governing board of the Northwest Florida Regional Transportation Planning Organization.

(j) "TPO" means the individual, local metropolitan planning organizations, Florida-Alabama TPO, and Okaloosa-Walton TPO,; formed pursuant to Section 339.175, Florida Statutes, for each respective designated urbanized area.

(k) "Transportation Priorities" means those transportation projects selected annually by each metropolitan planning organization, written in order of priority for implementation, and submitted to the Florida Department of Transportation for use in developing the Department's Work Program.

(l) "Transportation Regional Incentive Program" means a program established under Section 339.2819, Florida Statutes that provides matching funds from the Florida Department of Transportation for regionally significant projects identified in a regional transportation plan and list of project priorities.

ARTICLE 2

PURPOSE

Section 2.01. General Purpose. The purpose of this Agreement is to establish a regional transportation planning organization and partnership by an interlocal agreement, which complies with the 2003 amendment of Paragraph 339.175 (5)(i)(2), Florida Statutes, and Section 339.2819, Florida Statutes.

(a) To establish a forum for a coordinated and cooperative regional transportation planning process for Escambia, Santa Rosa, Okaloosa, and Walton Counties; to

implement the Agreement through coordination of long range transportation plans, project priorities, and planning policies; and to begin developing alternatives for a solution to congestion and safety problems on US 98, a regionally-significant arterial roadway;

(b) To identify regional transportation projects which improve mobility across county and metropolitan planning area boundaries and, in cooperation with the Department of Transportation, to seek funding for those projects;

(c) Through cooperation with the individual, local metropolitan planning organizations, to develop and adopt regional transportation priorities for regional transportation projects.

(d) To develop a regional transportation plan and list of project priorities for the purpose of soliciting funds from the Transportation Regional Incentive Program.

ARTICLE 3

ORGANIZATION AND CREATION

Section 3.01. Establishment of Organization. The Organization is hereby created and established pursuant to this Agreement to carry out the purposes and functions set forth in Article 2. The legal name of this Organization shall be the Northwest Florida Regional Transportation Planning Organization.

Section 3.02. Organization to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume, or carry out any of the provisions of this Agreement, the Organization will, to the extent of its legal capacity, comply with all applicable laws and requirements.

Section 3.03. Governing board to act as policy-making body of Organization. The governing board established pursuant to Section 4.01 of this Agreement shall be the policy-making body that is the forum for cooperative decision-making and will be taking the required approval action as the Organization.

Section 3.04. Submission of proceedings; Contracts and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the parties shall submit to each other such data, reports, records, contracts, and other documents relating to its performance as an Organization as is requested. Charges to be in accordance with Chapter 119, Florida Statutes.

Section 3.05. Rights of review. All parties to this Agreement, and the affected Federal and state agencies (i.e., FHWA, FTA, and FDOT) shall have the rights of technical review and comment on Organization projects.

ARTICLE 4

COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

(a) The governing body of the Organization shall consist of sixteen (16) representatives. The representation of members shall be distributed as follows: eight representatives appointed by the Florida-Alabama Transportation Planning Organization, distributed as four from Escambia County and four from Santa Rosa County; and eight representatives appointed by the Okaloosa-Walton Transportation Planning Organization, distributed as four from Okaloosa County and four from Walton County. The representatives from each county may include county and municipal elected officials. Representatives shall hold elected office and be a current member, or alternate, of the TPO. All representatives shall have voting privileges. Any Member may remove and replace the representative(s) it appointed at any time, with or without cause. Representatives of the Organization may be removed from office by the Governor for misconduct, malfeasance, misfeasance, or nonfeasance in office.

(b) At the first meeting of each calendar year, the governing body of the Organization shall elect one of its representatives as chair of the Organization who will preside over meetings, and another representative as vice chair to perform duties of the chair in his absence. The chair and vice chair shall hold offices for one-year terms, and may be eligible for reelection to successive terms. Any officer may be removed from office, with or without cause, upon majority vote of the governing body of the Organization at any duly scheduled meeting. No such removal from office of the Organization shall have the effect of removing such person as a representative; rather only the member that appointed the representative shall have such

authority.

(c) Nine representatives shall constitute a quorum and the vote of nine representatives shall be necessary for any action taken by the Organization. No vacancy in the Organization shall impair the right of a quorum of the Organization to exercise all the rights and perform all of the duties of the Organization.

(d) Each Member shall appoint an alternate for each representative on the governing body. Alternates shall be elected officials serving the same general-purpose local government as the representative and the alternate shall be eligible to vote when the representative is absent from meetings.

(e) The non-voting representatives shall include the District Secretary, or designee, of the Florida Department of Transportation's Third District and the Chairman, or designee, of the Eglin Air force Base Encroachment Committee.

Section 4.02. Terms. Notwithstanding the representation provisions of Section 4.01(a), the term of office of representatives of the Organization shall be four (4) years. The representation by a representative who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the representative. A vacancy shall be filled by the original appointing entity. A representative may be appointed for one or more additional four (4) year terms.

ARTICLE 5

AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. General authority. The Organization shall have all authorities, powers and duties, enjoy all rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive regional transportation planning process.

Section 5.02. Specific authority and powers. The Organization shall have the following powers and authority:

(a) As provided in Section 163.01(14), Florida Statutes, the Organization may enter into contracts for the performance of service functions of public agencies;

(b) As provided in Section 163.01(5)(j), Florida Statutes, the Organization may acquire, own, operate, maintain, sell, or lease real and personal property;

(c) As provided in Section 163.01(5)(m), Florida Statutes, the Organization may accept funds, grants, assistance, gifts or bequests from local, State, and Federal resources;

(d) The Organization may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and

(e) The Organization shall have such powers and authority as specifically provided in Sections 163.01 and 339.175, Florida Statutes, and as may otherwise be provided by federal or state law.

Section 5.03. Duties and responsibilities. The Organization shall have the following duties and responsibilities:

(a) The Organization shall prepare and approve a regional transportation plan;

(b) The Organization shall prepare and approve regional transportation policies and priorities;

(c) Preparation of the regional transportation plan, policies, and priorities shall be an interactive process among the Organization, and each of the TPOs, with the Organization drafting the regional plan, policies, and priorities for tentative endorsement; forwarding the plans to the TPOs for approval; and upon receipt of TPO approval, the Organization shall issue final adoption;

(d) All parties to this Agreement shall participate in this planning process, and share information and data requested by the Organization in order to accomplish the mutual goals of the Organization;

(e) During the process of developing regional plans, policies, and priorities, the Organization may consult the members of the TPO Technical Coordinating Committees and Citizens' Advisory Committees, for it is not the intent of the Organization to create additional advisory committees;

(f) The Organization shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the *Unified Planning Work Program* and the budget shall be included in the respective *Unified Planning Work Program* of each TPO;

(g) In cooperation with the Department, prepare a plan to implement the approved regional transportation priorities;

(h) Adopt operating rules and procedures.

ARTICLE 6

STAFF TO THE ORGANIZATION

Section 6.01. Staff. Based on the approval of each TPO, the Organization will retain the Transportation Division of the West Florida Regional Planning Council, which currently provides staff services to both TPOs, as the designated staff of the Organization.

ARTICLE 7

FUNDING AND RECORD-KEEPING

Section 7.01. Funding. The Organization shall be funded in the following manner.

(a) Administrative Expenses - The Florida-Alabama TPO and Okaloosa-Walton TPO shall equally share the cost of basic administration of the Organization by identifying a task in each respective, annual *Unified Planning Work Program*, to be funded with Federal PL (transportation planning) funds. Administrative expenses shall include: writing of agendas and minutes; preparing for meetings; providing staff support of meetings; arranging for consultants and speakers to attend meetings, as called for in agendas; and keeping timesheets and other records to account for time and expenses.

(b) Additional Planning Activity Expenses - Studies and projects undertaken by the Organization, which are in addition to basic administration, shall be funded with state and federal funds.

Section 7.02. Record-keeping and document retention. The Organization shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18d, Subpart C, 49 CFR Section 18.42, and Chapter 119, Florida Statutes. Records of the Organization shall be retained by the West Florida Regional Planning Council.

ARTICLE 8

DISPUTE RESOLUTION

Section 8.01 Dispute resolution. The Organization shall use the following procedures to resolve disagreements regarding interpretation of this Agreement, disputes relating to the operation of the Organization, or disagreements regarding approval of the regional transportation plan, policies, and priorities:

(a) Internal resolution – appoint a committee with representatives of all four counties, which may include members of each TPO Technical Coordinating Committee, to seek a resolution; and

(b) Implement the Conflict Mediation Procedure established by the West Florida Regional Planning Council, as set forth in Rule 29A-3, Florida Administrative Code

ARTICLE 9

MISCELLANEOUS PROVISIONS

Section 9.01. Constitutional or statutory duties and responsibilities of parties.

This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in

which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 9.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement.

Section 9.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall remain in effect until terminated by the parties to this Agreement; provided.

(b) Withdrawal procedure. Either member may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement, giving recognition that withdrawal by either member terminates the Agreement and dissolves the Organization.

Section 9.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Required notices shall be addressed as follows:

Chairman
Florida-Alabama Transportation Planning Organization
P.O. Box 9759
Pensacola, FL 32513-9759

Chairman
Okaloosa-Walton Transportation Planning Organization
P.O. Box 9759
Pensacola, FL 32513-9759

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 9.05. Interpretation.

(a) Drafters of Agreement. The members of each TPO were represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

(b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

- (1) The singular of any word or term includes the plural;
- (2) The masculine gender includes the feminine gender; and
- (3) The word "shall" is mandatory, and "may" is permissive.

Section 9.06. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

Section 9.07. Agreement execution; Use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 9.08. Effective date; Cost of recordation.

(a) Effective date. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.


(b) Recordation. The TPOs hereby agree to pay for any costs of recordation or filing of this Agreement in the Office of the Circuit Court for each respective county in which a party is hereto located. The recorded or filed original hereof, or any amendment, shall be returned to the Organization for filing in its records.

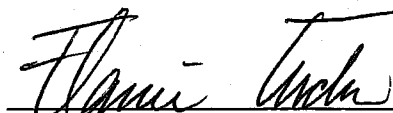
IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated Organization.

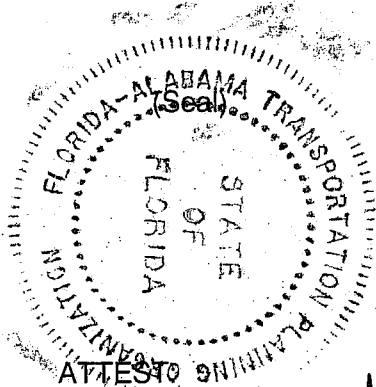
Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

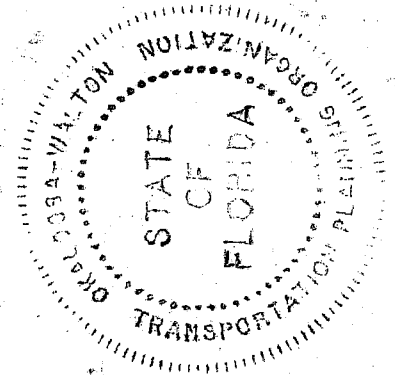
OKALOOSA-WALTON TRANSPORTATION
PLANNING ORGANIZATION

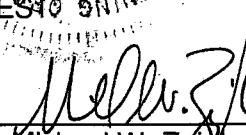
BY:  Gordon A. Goodrich
for J.D. Smith, Chairman

BY:  Elaine Tucker
Elaine Tucker, Chairman



(Seal)



BY:  Michael W. Zeigler
Michael W. Zeigler, Director
Transportation Planning

DATE: September 21, 2005

**AMENDMENT NO. 1
TO THE INTERLOCAL AGREEMENT CREATING
THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION
PLANNING ORGANIZATION**

This Amendment No. 1 to the Interlocal Agreement creating the Northwest Florida Regional Transportation Planning Organization is made and entered into this 10th day of May 2006, by and between the Florida-Alabama Transportation Planning Organization, and the Okaloosa-Walton Transportation Planning Organization.

RECITALS

WHEREAS, the Northwest Florida Regional Transportation Planning Organization is created by an interlocal agreement between the Florida-Alabama Transportation Planning Organization and Okaloosa-Walton Transportation Planning Organization, to study regional transportation issues affecting a four-county region; and

WHEREAS, on January 18, 2006, the Northwest Florida RTPO voted unanimously to amend the interlocal agreement to change the term of office for the chair and vice-chair to a two-year term; and

WHEREAS, on March 16, 2006, the Okaloosa-Walton TPO approved Resolution O-W 06-04 to amend the interlocal agreement creating the Northwest Florida RTPO; and

WHEREAS, on May 10, 2006, the Florida-Alabama TPO approved Resolution FI-AI 06-08 to amend the interlocal agreement creating the Northwest Florida RTPO;

AMENDMENT

NOW, THEREFORE, in consideration of the foregoing and the terms of this First Amendment and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

The Northwest Florida Regional Transportation Planning Organization amends the Interlocal Agreement creating the Northwest Florida RTPO, Article 4, COMPOSITION; MEMBERSHIP; TERMS OF OFFICE, Section 4.01 (b), to be revised as:

At the first meeting of each alternate calendar year, to begin in 2007, the governing body of the Organization shall elect one of its representatives as chair of the Organization who will preside over meetings, and another representative as vice chair to perform duties of the chair in his absence. The chair and vice chair shall hold offices for a two ~~one~~-year terms, and may be eligible for reelection to successive terms.

IN WITNESS WHEREOF, the duly authorized representatives of the parties hereto have executed this First Amendment as of 10th day of May 2006.

Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY: _____

J.D. Smith, Chairman

(Seal)

OKALOOSA-WALTON TRANSPORTATION
PLANNING ORGANIZATION

BY: _____

Elaine Tucker, Chairman

(Seal)

ATTEST:

BY: _____

Michael W. Ziegler, Director
Transportation Planning

DATE: _____

5/19/06

AMENDMENT NO. 2
TO THE INTERLOCAL AGREEMENT CREATING
THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

This Amendment No. 2 to the Interlocal Agreement Creating the Northwest Florida Regional Transportation Planning Organization (RTPO) is made and entered into this 17th day of April 2007, by and between the Florida-Alabama Transportation Planning Organization (TPO), and the Okaloosa-Walton TPO.

RECITALS

WHEREAS, the Northwest Florida RTPO is created by an interlocal agreement between the Florida-Alabama TPO and Okaloosa-Walton TPO, to study regional transportation issues affecting a four-county region; and

WHEREAS, on January 17, 2007, the Northwest Florida RTPO voted unanimously to approve Resolution NWFL 07-03 to endorse amendment of the interlocal agreement to change the RTPO meeting quorum requirement from nine (9) to seven (7); and

WHEREAS, on March 15, 2007, the Okaloosa-Walton TPO approved Resolution O-W 07-03 to amend the Interlocal Agreement Creating the Northwest Florida RTPO;

WHEREAS, on April 17, 2007, the Florida-Alabama TPO approved Resolution FL-AL 07-01 to amend the Interlocal Agreement Creating the Northwest Florida RTPO;

AMENDMENT

NOW, THEREFORE, in consideration of the foregoing and the terms of this Second Amendment and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

Article 4, COMPOSITION; MEMBERSHIP; TERMS OF OFFICE, Section 4.01 (c) of the Interlocal Agreement Creating the Northwest Florida RTPO is amended as:

~~Nine~~ Seven representatives shall constitute a quorum and the vote of ~~nine~~ seven representatives shall be necessary for any action taken by the Organization. No vacancy in the Organization shall impair the right of a quorum of the Organization to exercise all the rights and perform all of the duties of the Organization.

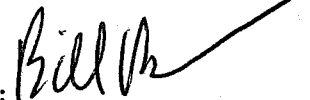
IN WITNESS WHEREOF, the duly authorized representatives of the parties hereto have executed this Second Amendment as of the 17th day of April 2007.

Signed, Sealed and Delivered in the presence of:

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

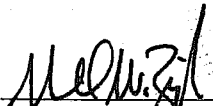
BY: 
Kevin W. White, Chairman

**OKALOOSA-WALTON TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Bill Roberts, Chairman

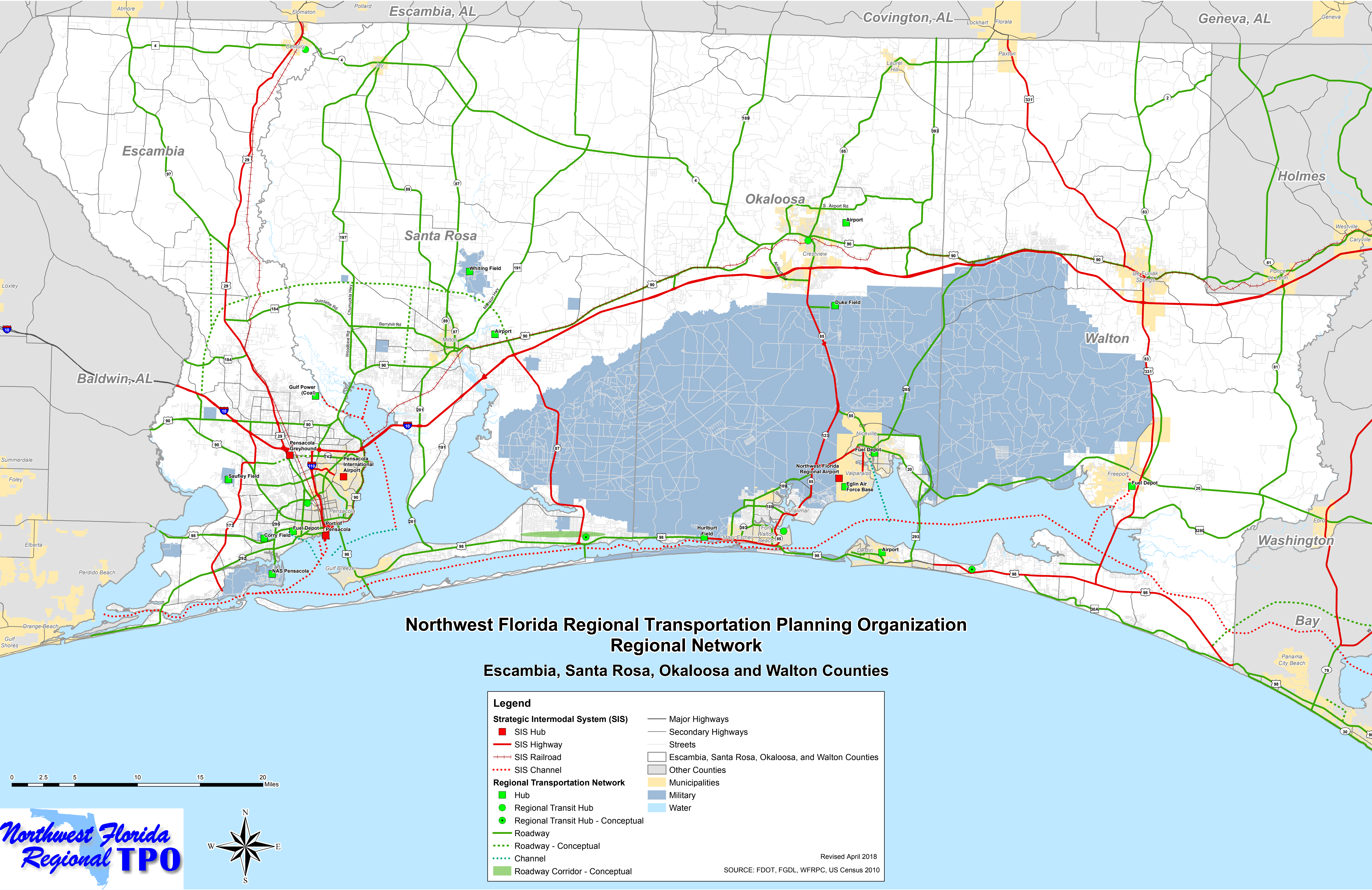
(Seal)

ATTEST:

BY: 
Michael W. Zeigler, Director
Transportation Planning

(Seal)

DATE: 4/17/07





Okaloosa County Infrastructure Surtax Advisory Committee Agenda Request

Date: January 3, 2024
To: Members of the Advisory Committee
From: Carisse LeJeune, Surtax Project Manager
Subject: SR 85 Crestview Evening Relief: 3rd NB lane from Live Oak Church Road to Bypass
District: 1 – Larry Ward; 3 – Hannah Wilburn

STATEMENT OF ISSUE: Request allocation of FY24 Surtax funding in the amount of \$2.5M for the SR 85 Crestview Evening Relief project.

BACKGROUND: Surtax funding has been used to help fund several projects for traffic relief in the Crestview area including the Southwest Crestview Bypass, Live Oak Church Road, and John King Road projects. Each work evening, northbound traffic on SR 85 is delayed at the intersection with Live Oak Church Road. The northbound traffic queues from Live Oak Church Road to the 77th Special Forces Way/ McWhorter Ave interchange serving Duke Field and 7th Special Forces Group; a distance of 4.5 miles. FDOT and Okaloosa County are constructing a \$200 Million Southwest Crestview Bypass to help relieve the traffic. The Bypass benefit for traffic will not be fully realized during the evening rush until SR 85 has a 3rd northbound lane constructed between Live Oak Church Road and the Bypass. The traffic delay impacts the quality of life of Okaloosa Citizens, reduces safety when high speed traffic encounters stopped traffic, and has a direct impact on the military mission.

The SR 85 Crestview Evening Relief project will increase vehicle capacity on SR 85 into Crestview by adding a 3rd northbound through lane to SR 85 from Live Oak Church Road to the Bypass.

The SR 85 Crestview Evening Relief project is a small piece; however, the most cost beneficial piece, of the much larger SR 85 6-laneing project. The cost to fully implement the 6-lane project between Live Oak Church Road and I-10 is estimated to cost \$21M for Right-of-Way and \$28M for Construction. The Right-of-Way acquisition is not currently in FDOT's 5-year work plan for the 6-laneing project. The SR 85 Crestview Evening Relief project will allow one small piece of the 6-laneing project to proceed ahead of schedule and be constructed in time to support the \$200 Million Southwest Crestview Bypass project already under construction.

The total cost of the SR 85 Crestview Evening Relief Project is \$4.1 Million including \$300,000 for design and \$2.3 Million for Construction and Construction Engineering and Inspection (CEI) . The Right-of-Way (ROW) parcel necessary for stormwater management of the project has been appraised at \$1.5 Million and the property owner has verbally agreed to sell the property below appraised value if the County places a stormwater pond on the site for a roadway capacity project.

The State of Florida administers a Transportation Regional Incentive Program (TRIP) grant to encourage communities to invest in transportation projects. The program has been utilized multiple times for the Crestview Bypass projects. Staff would like to pursue a TRIP grant for the

Okaloosa County Infrastructure Surtax Advisory Committee

Agenda Request

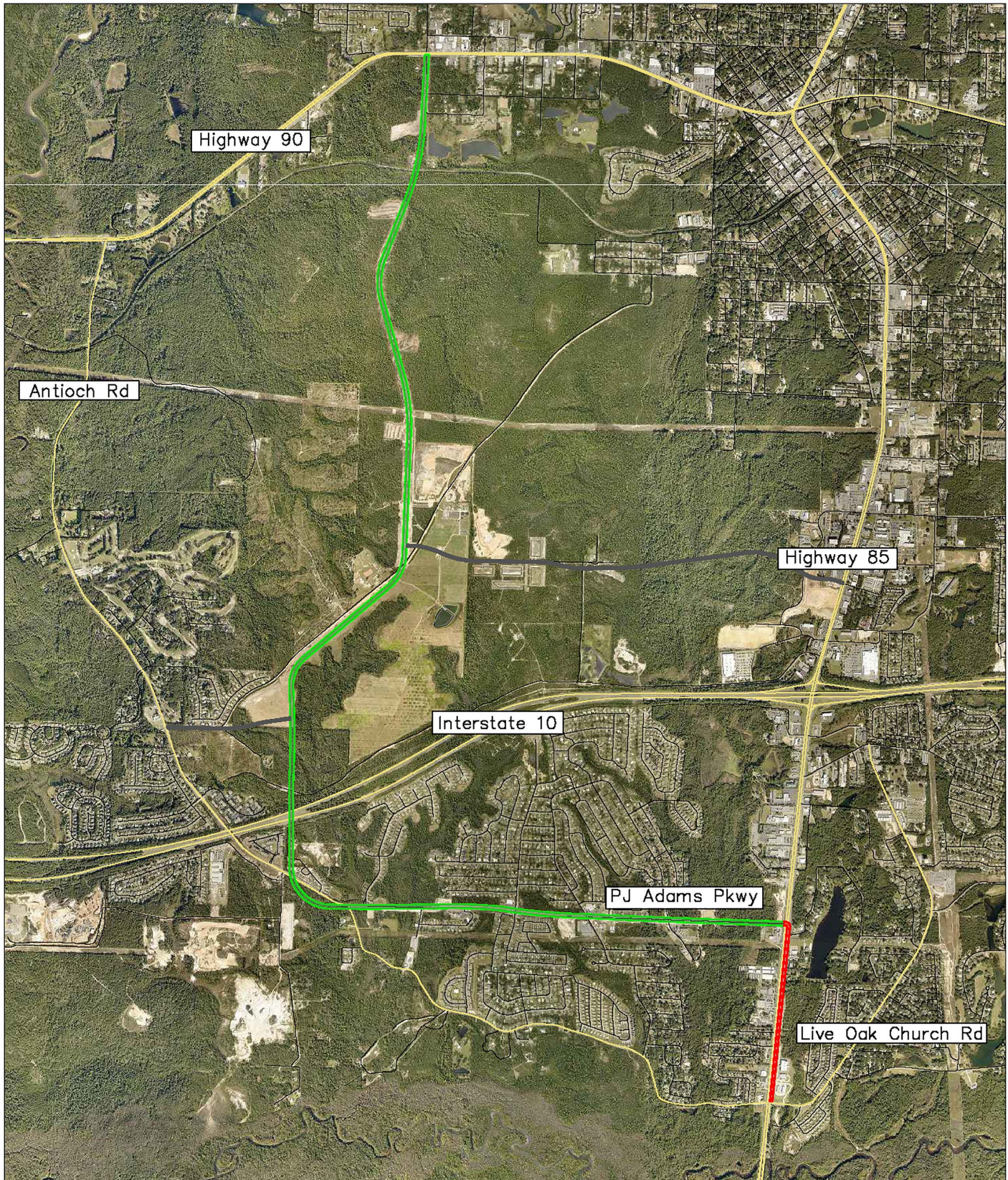
SR 85 Crestview Evening Relief project where the County purchases the ROW and designs the project and requests FDOT fund a portion of the Construction and CEI. The total County portion for the TRIP application is \$2.5 Million and the request from FDOT will be \$1.6 Million. The State accepts applications with a 50% cost match, but extra points are awarded on a graduated scale when our application funding exceeds 50% of the project cost.

OPTIONS: Approve or Deny allocation of funding for the SR 85 Crestview Evening Relief project.

RECOMMENDATION: Motion to approve recommending the allocation of FY24 Surtax funding in the amount of \$2,500,000 for the SR 85 Crestview Evening Relief project.

SR 85 CRESTVIEW EVENING RELIEF PROJECT

3rd North-Bound Lane from Live Oak Church Rd to PJ Adams Pkwy



— SR 85 Crestview Evening Relief Project

— Crestview Bypass \$200 M Project (Under Construction)



LAND DEVELOPMENT CODE

Chapter 4 Concurrency Management

Attachment G

**TABLE 4.1 (CONTINUED)
STATE ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class	Type	Area	Lanes	Adopted LOS
SR 189	SR 4 to Alabama state line	Minor Arterial	Undivided	Rural Undivided	2	C
SR 20	Rocky Bayou Br to White Point Rd	Principal Arterial	Divided	Urbanized	4	E
SR 20	White Point Rd to Walton Co line	Principal Arterial	Undivided	Urbanized	2	D
SR 285	College Blvd to Walton Co line	Minor Arterial	Undivided	Transitioning	2	D
SR 293	US 98 to Mid-Bay Bridge S approach	Minor Arterial	Divided	Urbanized	4	E
SR 293	Mid-Bay Bridge S approach to SR 20	Minor Arterial	Undivided	Urbanized	2	E
SR 85	Racetrack Rd to 12th Ave	Principal Arterial	Divided	Urbanized	6	D
SR 85	12th Ave to SR 189	Principal Arterial	Divided	Urbanized	4	D
SR 85	SR 123 to SR 190	Principal Arterial	Divided	Urbanized	4	D
SR 85	College Blvd to Antioch Rd	Principal Arterial	Divided	Transitioning	4	C
SR 85	Antioch Rd to I-10	Principal Arterial	Divided	Transitioning	4	C
SR 85	Old Bethel/Airport Rd to 2-lane	Principal Arterial	Divided	Transitioning	4	C
SR 85	Begin 2-lane to Senterfitt Rd	Principal Arterial	Undivided	Transitioning	2	C
SR 85	Senterfitt Rd to Walton Co line	Principal Arterial	Undivided	Rural Undivided	2	C
SR 85	SR 123 to SR 190	Principal Arterial	Divided	Urbanized	4	D
SR 85	College Blvd to Antioch Rd	Principal Arterial	Divided	Transitioning	4	C
SR 85	Antioch Rd to I-10	Principal Arterial	Divided	Transitioning	4	C
SR 85	SR 123 to SR 190	Principal Arterial	Divided	Urbanized	4	D
SR 85	College Blvd to Antioch Rd	Principal Arterial	Divided	Transitioning	4	C
SR 85	Antioch Rd to I-10	Principal Arterial	Divided	Transitioning	4	C
SR 85	Old Bethel/Airport Rd to 2-lane	Principal Arterial	Divided	Transitioning	4	C
SR 85	Begin 2-lane to Senterfitt Rd	Principal Arterial	Undivided	Transitioning	2	C
SR 85	Senterfitt Rd to Walton Co line	Principal Arterial	Undivided	Rural Undivided	2	C
US 90	Santa Rosa Co line to SR 4	Minor Arterial	Undivided	Rural Undivided	2	C
US 90	SR 4 to MPA boundary	Minor Arterial	Undivided	Rural Development	2	C

**LAND DEVELOPMENT CODE****Chapter 4
Concurrency Management****TABLE 42 (CONTINUED)
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS**

Roadway	Segment	Functional Class	Type	Area	Lanes	Adopted LOS
CR 4 (Antioch Rd)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
Forest Road	Rocky Bayou Dr to 285	Collector	Undivided	Urban	2	E
Hollywood Boulevard	Mary Esther Cut-Off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Hurlburt Road	MLK Jr Blvd to Beal Pkwy	Collector	Divided/ Undivided	Urban	4-May	E
John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
Lewis St/Mayflower Av/South Av	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr Blvd	Hill St to Green Acres Rd	Collector	Divided	Urban	4	E
North Beal Extension	Beal Pkwy to Wright Landfill	Collector	Undivided	Urban	2	E
PJ Adams Parkway	SR 85 to Antioch Rd	Collector	Undivided	Urban	2	D
Rocky Bayou Drive	SR 20 to Forest Rd	Collector	Undivided	Urban	2	E
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

- b. Quantitative Methods for Transportation Concurrency: Transportation Concurrency analysis shall be based on professionally accepted techniques for determining transportation impacts.
- c. Impact Determination: Development impact on the roadway system shall be determined by utilizing the PM peak hour trip generation rates provided in the latest edition of "Trip Generation, An Informational Report, Institute of Transportation Engineers". If available, alternative trip generation rates based on data collected at the development site, or similar sites, may be used.
- d. A level of service analysis shall be conducted by using the generalized tables found in the latest FDOT Quality/Level of Service Handbook. Traffic modeling (i.e. ARTPLAN, SYNCHRO, or other acceptable model deemed appropriate by Okaloosa County) using PM peak hour and incorporating committed and proposed trips must be utilized once the roadway has degraded beyond the adopted level of service based on the generalized tables. The results of the analyses shall be added to the road system and then used to evaluate development impacts. Since most models are sensitive to signal control data, it is necessary to maintain updated signal timing data in the concurrency management system as changes are made in the field.
- e. Impact of Land Use on Roads: From points of ingress/egress to roadways serving the development distribute the PM peak hour trips expected to be generated by the proposed development (per paragraph C.) along the roadway network until the project traffic is less than five (5) percent of the trips generated by the project.

SR 85 NB Widening Preliminary Estimate 12/18/2023					
Pay Item	Description	Quantity	Unit	Unit Price	Amount
0110-1-1	CLEARING & GRUBBING	4	AC	\$ 44,763.67	\$ 179,054.68
0120-1	REGULAR EXCAVATION	1700	CY	\$ 12.01	\$ 20,417.00
0120-1	REGULAR EXCAVATION (POND)	10000	CY	\$ 12.01	\$ 120,100.00
0120-6	EMBANKMENT	980	CY	\$ 20.82	\$ 20,403.60
0160-4	TYPE B STABILIZATION	6000	SY	\$ 7.45	\$ 44,700.00
0285-701	OPTIONAL BASE, BASE GROUP 01	1590	SY	\$ 21.45	\$ 34,105.50
0285-709	OPTIONAL BASE, BASE GROUP 09	2620	SY	\$ 41.34	\$ 108,310.80
0327-70-12	MILLING EXISTING ASPHALT PAVEMENT, 1 1/4" AVG DEPTH	20215	SY	\$ 4.30	\$ 86,924.50
0334-1-53	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22	565	TN	\$ 159.04	\$ 89,857.60
0337-7-82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22	1680	TN	\$ 199.71	\$ 335,512.80
0339-1	MISCELLANEOUS ASPHALT PAVEMENT	3	TN	\$ 342.17	\$ 1,026.51
0425-1-521	INLETS, DT BOT, TYPE D, <10'	3	EA	\$ 8,551.28	\$ 25,653.84
0425-2-62	MANHOLES, P-8, >10'	1	EA	\$ 10,694.40	\$ 10,694.40
0430-174-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD	260	LF	\$ 201.29	\$ 52,335.40
0430-982-129	MITERED END SECTION, OPTIONAL ROUND, 24" CD	2	EA	\$ 3,001.47	\$ 6,002.94
0520-1-10	CONCRETE CURB & GUTTER, TYPE F	30	LF	\$ 47.21	\$ 1,416.30
0522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	9	SY	\$ 73.46	\$ 661.14
0527-2	DETECTABLE WARNING SURFACE	12	SF	\$ 41.36	\$ 496.32
0536-1-1	GUARDRAIL - ROADWAY, GENERAL TL03	75	LF	\$ 28.35	\$ 2,126.25
0536-73	GUARDRAIL - REMOVAL	475	LF	\$ 83.74	\$ 39,776.50
0536-85-20	GUARDRAIL END TREATMENT - TRAILING ANCHORAGE	1	EA	\$ 2,008.11	\$ 2,008.11
0570-1-1	PERFORMANCE TURF	13180	SY	\$ 2.34	\$ 30,841.20
0570-1-2	PERFORMANCE TURF, SOD	1850	SY	\$ 4.42	\$ 8,177.00
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	1	AS	\$ 503.33	\$ 503.33
0700-1-50	SINGLE POST SIGN, RELOCATE	5	AS	\$ 297.32	\$ 1,486.60
0711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	130	LF	\$ 6.80	\$ 884.00
0711-111-60	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	7	EA	\$ 209.41	\$ 1,465.87
0711-111-70	THERMOPLASTIC, STANDARD, WHITE, ARROW	34	EA	\$ 90.52	\$ 3,077.68
0711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	1.3	GM	\$ 5,643.80	\$ 7,336.94
0711-16-131	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, 10' - 30' SKIP, 6"	1.5	GM	\$ 2,101.18	\$ 3,151.77
0711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.8	GM	\$ 5,582.00	\$ 4,465.60
	SIGNAL WORK	1	LS	\$ 15,000.00	\$ 15,000.00
	Mobilization - 10%				\$ 125,797.42
	MOT - 10%				\$ 125,797.42
	Contingencies - 25%				\$ 314,493.55
	Total				\$ 1,824,062.56

MEMORANDUM OF AGREEMENT

THIS AGREEMENT, made and entered into this _____, day of _____, 200__, by and between the State of Florida, Department of Transportation, hereinafter referred to as "FDOT" and the State of Florida, Department of Financial Services, Division of Treasury and (Participant) hereinafter referred to as the "Participant".

WITNESSETH

WHEREAS, "FDOT" is currently constructing the following project:

Financial Project Number:
County:

hereinafter referred to as the "Project".

NOTE: ONLY THE NEXT TWO PARAGRAPHS MAY BE MODIFIED AS APPROPRIATE WITHOUT PRIOR APPROVAL OF FDOT'S COMPTROLLER.

WHEREAS, FDOT and the Participant entered into a **Locally Funded Agreement** dated _____, wherein DOT agreed to perform certain work on behalf of the Participant in conjunction with the Project.

WHEREAS, the parties to this AGREEMENT mutually agreed that it would be in the best interest of the FDOT and the Participant to establish an interest bearing escrow account to provide funds for the work performed on the Project on behalf of the Participant by the FDOT.

NOW THEREFORE, in consideration of the premises and the covenants contained herein, the parties agree to the following:

1. An initial deposit in the amount of \$_____ (amount spelled out) will be made by the Participant into an interest bearing escrow account established by the FDOT for the purposes of the project. Said escrow account will be opened with the Department of Financial Services, Division of Treasury, Bureau of Collateral Management on behalf of the FDOT upon receipt of this Memorandum of Agreement. Such account will be an asset of FDOT.

2. Other deposits will be made only by the Participant as necessary to cover the cost of additional work prior to the execution of any Supplemental Agreements.

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

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

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

4. The FDOT's Comptroller and/or her designees shall be the sole signatories on the escrow account with the Department of Financial Services and shall have sole authority to authorize withdrawals from said account.

5. Unless instructed otherwise by the parties hereto, all interest accumulated in the escrow account shall remain in the account for the purposes of the project as defined in the LFA.

6. The Department of Financial Services agrees to provide written confirmation of receipt of funds to the FDOT.

7. The Department of Financial Services further agrees to provide periodic reports to the FDOT.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
COMPTROLLER

STATE OF FLORIDA
DEPARTMENT OF FINANCIAL SERVICES
DIVISION OF TREASURY

PARTICIPANT SIGNATURE

PARTICIPANT NAME & TITLE

PARTICIPANT ADDRESS

FEDERAL EMPLOYER I.D. NUMBER

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0711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.8	GM	\$ 5,582.00	\$ 4,465.60
	SIGNAL WORK	1	LS	\$ 15,000.00	\$ 15,000.00
	Mobilization - 10%				\$ 125,797.42
	MOT - 10%				\$ 125,797.42
	Contingencies - 25%				\$ 314,493.55
	Total				\$ 1,824,062.56



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH TEST WING (AFMC)
EGLIN AIR FORCE BASE FLORIDA**

20 Sept 2023

MEMORANDUM FOR SEE DISTRIBUTION

FROM: 96 TW/CC

SUBJECT: Eglin AFB Support of Transportation Planning Organization's (TPO) SR 85 Projects

The United States Air Force is deeply integrated in Northwest Florida's transportation network and economy. With a test and training range that spans nearly 464,000 acres across three counties that includes multiple state roads and highways, Eglin Air Force Base (AFB) has a key interest in this area's future roadway development.

One of the major and long-standing challenges for Eglin AFB is the increased traffic congestion experienced on a daily basis by our workforce commuting from the north end of Okaloosa County, including the City of Crestview. Eglin AFB's weapons research and development mission continues to grow in both scope and pace and this growth unsurprisingly translates to additional personnel and their families living in this part of Florida. As such, the traffic congestion currently overloading State Road 85 during ever-increasing peak hours continues to negatively impact the ability of our personnel to dependably meet both mission requirements at the installation as well as family responsibilities at home.

The 96th Test Wing is tracking planned investments by the Okaloosa-Walton TPO to widen SR 85 to six lanes and re-surface the existing four lanes. This effort has been organized into several projects that, once complete, would benefit those Eglin AFB personnel that commute to and from the north end of Okaloosa County. These proposed projects include:

- SR 85 from SR 123 to McWhorter Avenue: provide 6 lanes of capacity (TPO ID# A-041)
- SR 85 from McWhorter Avenue to PJ Adams: provide 6 lanes of capacity (TPO ID# A-039)
- SR 85 from PJ Adams to I-10: provide 6 lanes of capacity (TPO ID# A-040)

Included within the TPO's improvement projects is the elevation of SR 85's Shoal River Bridge, a primary flood source during inclement weather. Flooding from periods of heavy rainfall occurs at the bridge frequently, blockading access to Crestview from the South, rendering SR 85 inaccessible.

SR 85 serves as a key hurricane evacuation route, leading traffic directly inland from coastal cities to other major transportation arteries such as Interstate 10. Widening SR 85, improving shoulders and elevating the Shoal River Bridge would increase safety, reduce accidents and streamline evacuee throughput.

As one of only two major state highways that transects our test and training range, SR 85 is key to the quality of life and economic health of Eglin AFB. Specifically, SR 85 connects jobs at Eglin AFB to more affordable housing options in the northern part of Okaloosa County. As housing inventory remains extremely low in the immediate area in and around the installation, improvements to SR 85 would provide a more reliable commuting experience from the northern portion of Okaloosa County where housing is generally more affordable and new residential construction is expected to increase.

Additionally, SR 85 is part of both the Florida Strategic Intermodal System, a network of high-priority transportation facilities for freight movement and the Strategic Highway Network (STRAHNET), a designation given to roads that are critical to the Department of Defense's domestic operations. This designation makes SR 85 key for the emergency and peacetime movement of fuel, ammunition, food, repair parts, armor and other commodities directly supporting military operations.

Improvements to SR 85 are of great interest to Eglin AFB. Civil engineers from the 96th Test Wing frequently coordinate with municipal and regional planners to ensure the projects identified by the TPO are aligned with the long-term plans and needs of Eglin AFB. In addition, the installation's real estate office can assist with any easements and/or rights-of-way on installation property that might be needed to support these state roadway projects. For the reasons outlined herein, SR 85 redevelopment would positively impact the mission and personnel of Eglin AFB.

Sincerely

JEFFREY T. GERAGHTY
Brigadier General, USAF
Commander

DISTRIBUTION: (listed on next page)

DISTRIBUTION:

Senator Doug Broxson
Florida State Senate
418 West Garden St, Rm 403
Pensacola, FL 32502

Senator Jay Trumbull
Florida State Senate
840 West 11th St
Panama City, FL 32401

Representative Patt Maney
Florida House of Representatives
115 Miracle Strip Pkwy SE, Ste 201
Fort Walton Beach, FL 32548-6018

Commissioner Paul Mixon
Vice Chair District 1, Okaloosa Board of County Commissioners
302 N. Wilson St., Ste 302
Crestview, FL 32536

Commissioner Nathan Boyles
District 3, Okaloosa Board of County Commissioners
302 N. Wilson St, Ste 302
Crestview, FL 32536

Phillip Gainer
FDOT District 3 Secretary
Highway 90 East
Chipley, Florida 32428-0607

Bryant Paulk
FDOT Urban Planning Manager
Highway 90 East
Chipley, Florida 32428-0607

Attachment H – Document that the project meets the following TRIP statutory eligibility requirements.

FS 339.2819 outlines the Transportation Regional Incentive Program (TRIP). There are minimum requirements that shall be met in order for projects to be funded. They are as follows:

1. Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
 - a. SR 85 is a Strategic Intermodal System (SIS) designated roadway. It is currently the 2nd ranked project in the Okaloosa-Walton TPO SIS project priority list.
2. Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
 - a. The Okaloosa County Comprehensive plan is in compliance with Florida law and the SR 85 Evening Relief project is included as a surtax funded project in the Okaloosa County Capital Improvement Plan.
3. Be consistent with the Strategic Intermodal System Plan developed under s.339.64.
 - a. SR 85 is a SIS roadway and is consistent with the SIS Plan under Florida law. This project improves capacity of the roadway by adding a third northbound through lane.
4. Be in compliance with local corridor management policies.
 - a. SR 85 is listed as a principal arterial in the Okaloosa County land development code with an adopted LOS of C.
5. Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.
 - a. Okaloosa County, at the January 16, 2024, Board of County Commissioners meeting, voted to submit this TRIP application and to allocate the funding necessary to meet the obligations of the grant. Okaloosa County proposes to contribute \$2,500,000 towards the project total of \$4,100,000 which is 61% of the total funding amount needed. The minimum match is 50%; therefore, the County exceeds the minimum.

RESOLUTION NO. 24-20

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA; AUTHORIZING AND APPROVING SUBMITTAL OF A GRANT APPLICATION FOR PARTICIPATION IN THE SR 85 CRESTVIEW EVENING RELIEF PROJECT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Okaloosa County Board of County Commissioners (hereinafter the "BOARD") has the authority to apply for and accept grants and make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation (FDOT) as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended; and

WHEREAS, the 2005 Legislature, as part of a major initiative to improve growth management planning and the provision of transportation infrastructure, created this program to help accomplish that objective. The Transportation Regional Incentive Program (TRIP) was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce; and

WHEREAS, the County has previously submitted applications with FDOT regarding similar projects; and

WHEREAS, the Application for the grant is to perform the addition of a 3rd NB through lane from Live Oak Church Road to the Crestview Bypass. A stormwater pond will be added to treat runoff. SR 85 is currently on the Florida SIS. It is ranked #2 on the Okaloosa-Walton LRTP for SIS route projects. In addition, SR 85 is a STRAHNET connector from Eglin Air Force Base to I-10; and

WHEREAS, FDOT will pay up to 50 percent of the non-federal share of project costs for public transportation facility projects. The remainder of funds will be derived from Surtax local match; and

WHEREAS, to ensure that all documents pertaining to the grant application are timely executed, the BOARD now desires to execute this Resolution authorizing the County Administrator to execute the Grant application, supporting documents, and

assurances to FDOT; and authorizing Grants Administration to submit the application to the appropriate entity.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY AS FOLLOWS:

1. The above recitals are true and correct and are hereby incorporated by reference.
2. The County Administrator is hereby authorized to execute the Grant application, supporting documents, and assurances to FDOT for the Transportation Regional Incentive Program (TRIP) program for inclusion in the work program development cycle; and Grants Administration is authorized to submit the application to the appropriate entity.
3. This Resolution is effective upon adoption and execution.

DULY PASSED AND ADOPTED THIS 16TH DAY OF JANUARY, 2024.

**BOARD OF COUNTY COMMISSIONERS
OKALOOSA COUNTY, FLORIDA**

By:

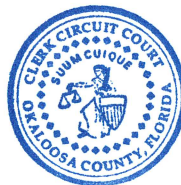

Paul Nixon, Chairman



ATTEST:


By:


J. D. Peacock, II, Clerk



APPROVED AS TO FORM:

By:

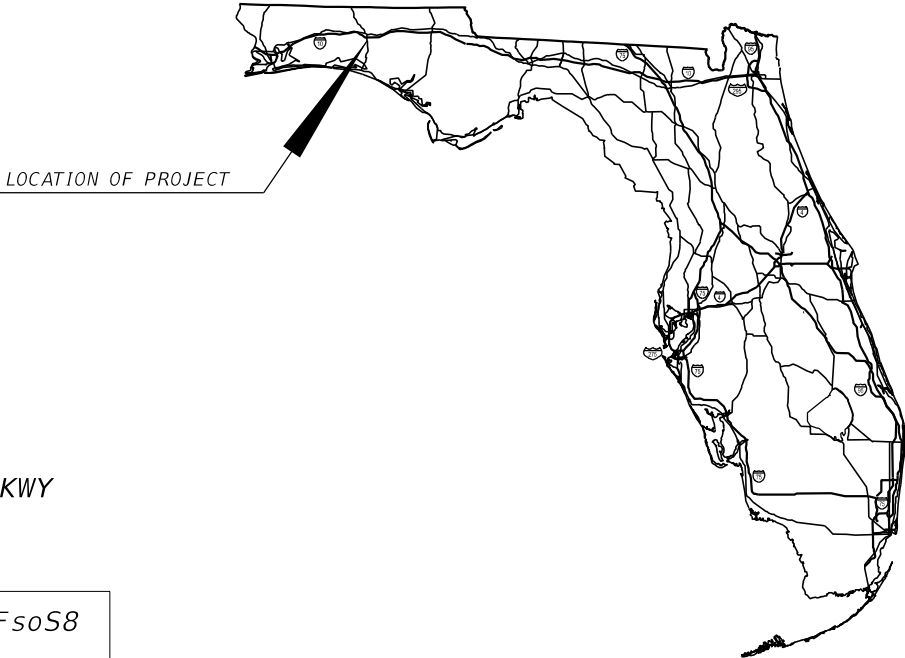

Lynn M. Hoshihara
County Attorney

CONTRACT PLANS COMPONENTS

ROADWAY PLANS INCLUDING
SIGNING AND PAVEMENT MARKING PLANS

OKALOOSA COUNTY
ENGINEERING DEPARTMENT

CONCEPT PLANS



A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2 - 3	TYPICAL SECTIONS
4 - 11	ROADWAY EXHIBIT

OKALOOSA COUNTY (57050)
STATE ROAD NO. 85
FROM ANTIOCH RD/LIVE OAK CHURCH RD TO PJ ADAMS PKWY

PROJECT LOCATION URL: <https://maps.app.goo.gl/8mofEccbSxTAFsoS8>

PROJECT LIMITS: BEGIN MP 9.555 - END MP 14.931

EXCEPTIONS: NONE

BRIDGE LIMITS: NONE

RAILROAD CROSSING: NONE

ROADWAY PLANS
ENGINEER OF RECORD:

JULIAN POOLE, P.E.
P.E. LICENSE NUMBER 77592
DRMP, INC.
700 S PALAFOX ST, SUITE 160
PENSACOLA, FL 32502
(850) 469-9077
CONTRACT NO.: CAF05
VENDOR NO.: F591791174001

PROJECT MANAGER:

SCOTT BITTERMAN, P.E.
COUNTY ENGINEER
(850) 689-5772

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY 2023-24 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

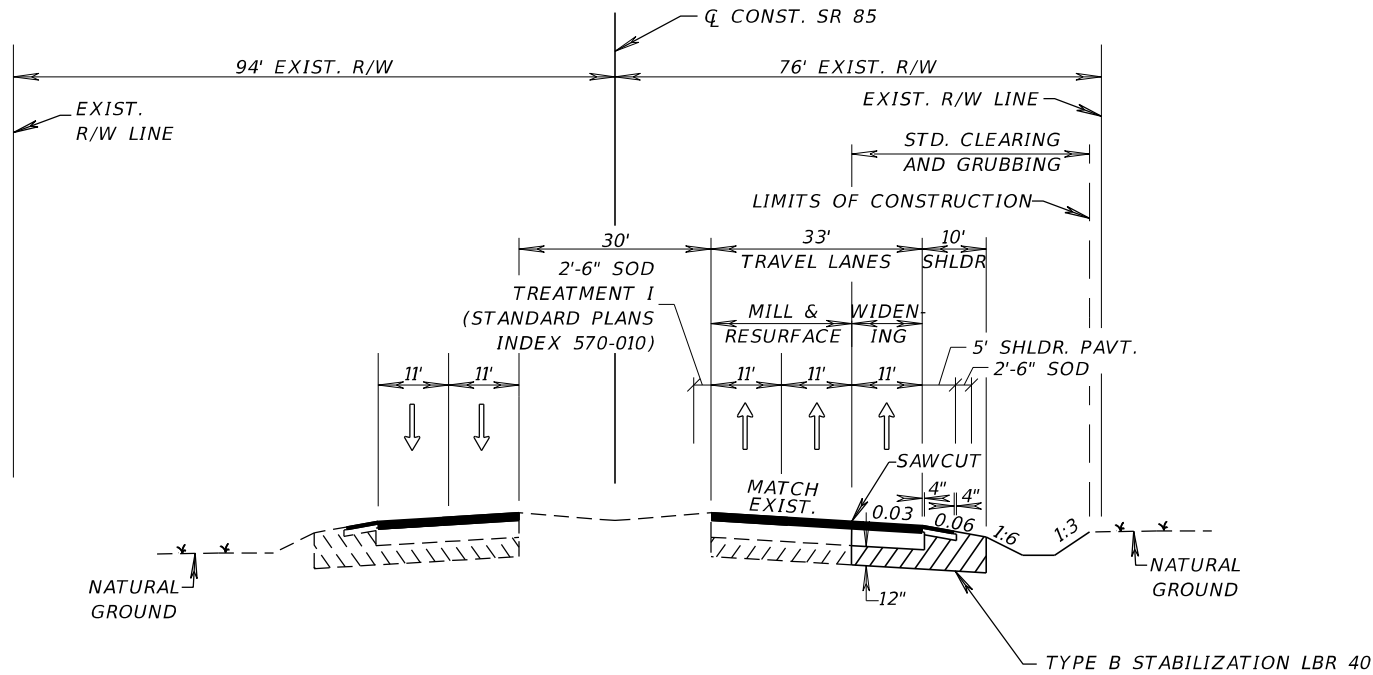
APPLICABLE IRs: IR - -

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, FY 2023-24 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T0000		1



TYPICAL SECTION 1
SR 85

MILLING - TRAVEL LANES

MILL EXISTING ASPHALT
PAVEMENT FOR DEPTH (1 1/4")

RESURFACING - TRAVEL LANES

FRICTION COURSE (TRAFFIC C) FC-9.5 (1 1/4") (PG 76-22)

WIDENING AND NEW CONSTRUCTION - TRAVEL LANES

OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (3") (PG 76-22)
FRICTION COURSE FC-9.5 (TRAFFIC C) (1 1/4") (PG 76-22)

NEW CONSTRUCTION - SHOULDER PAVEMENT

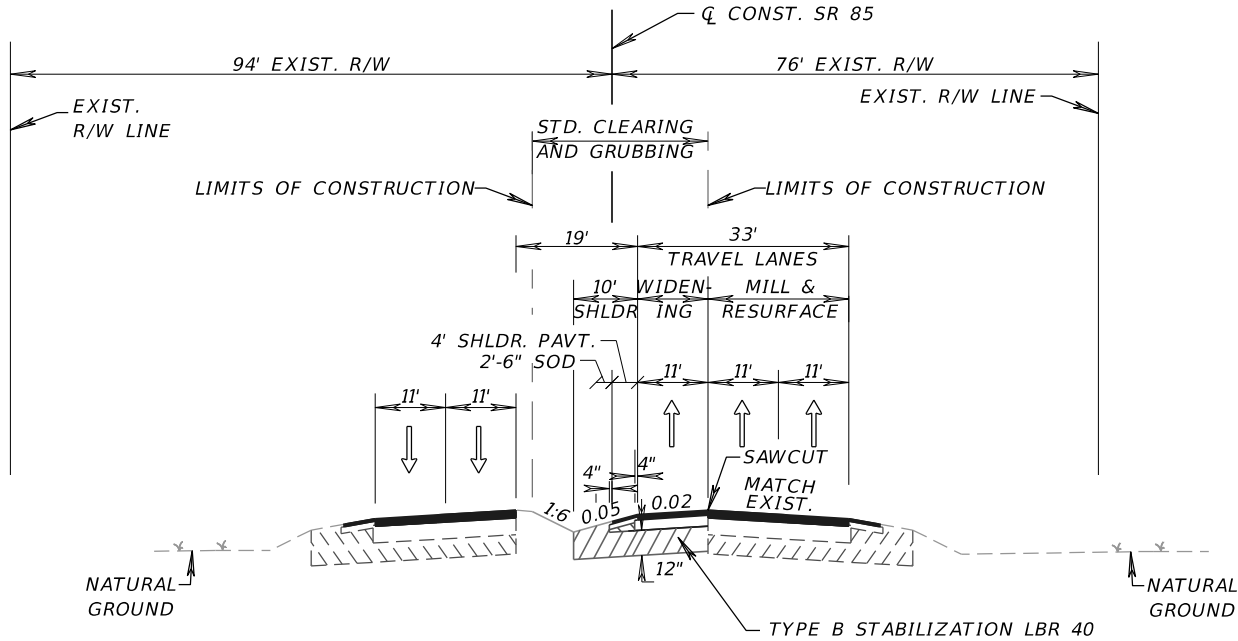
OPTIONAL BASE GROUP 1
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 1/2") (PG 76-22)
FRICTION COURSE FC-9.5 (TRAFFIC C) (1 1/4") (PG 76-22)

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 40500
ESTIMATED OPENING YEAR = 2024 AADT = 42500
ESTIMATED DESIGN YEAR = 2044 AADT = 50600
K = 9.0% D = 62.50% T = 4.5% (24 HOUR)
DESIGN HOUR T = 4.47%
DESIGN SPEED = 45 MPH
CONTEXT CLASSIFICATION = C3C

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				JULIAN A. POOLE, P.E. LICENSE NUMBER: 77592 DRMP, INC. 700 S PALAFOX STREET - SUITE 160 PENSACOLA, FL 32502	SR 85	OKALOOSA	220171-5-52-01	2

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TYPICAL SECTION 2
SR 85

MILLING - TRAVEL LANES

MILL EXISTING ASPHALT
PAVEMENT FOR DEPTH (1 1/4")

RESURFACING - TRAVEL LANES

FRICTION COURSE (TRAFFIC C) FC-9.5 (1 1/4") (PG 76-22)

WIDENING AND NEW CONSTRUCTION - TRAVEL LANES

OPTIONAL BASE GROUP 9
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (3") (PG 76-22)
FRICTION COURSE FC-9.5 (TRAFFIC C) (1 1/4") (PG 76-22)

NEW CONSTRUCTION - SHOULDER PAVEMENT

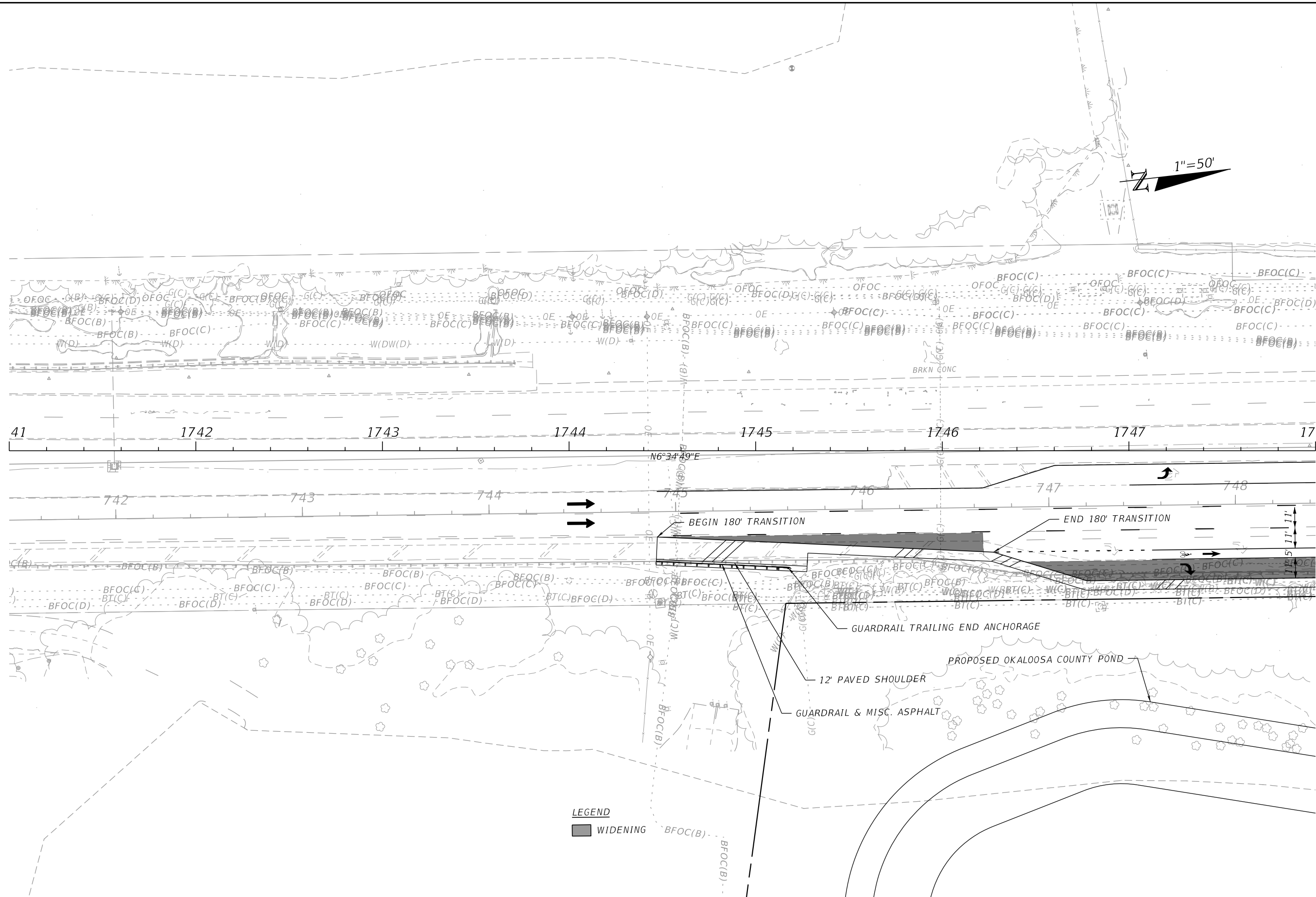
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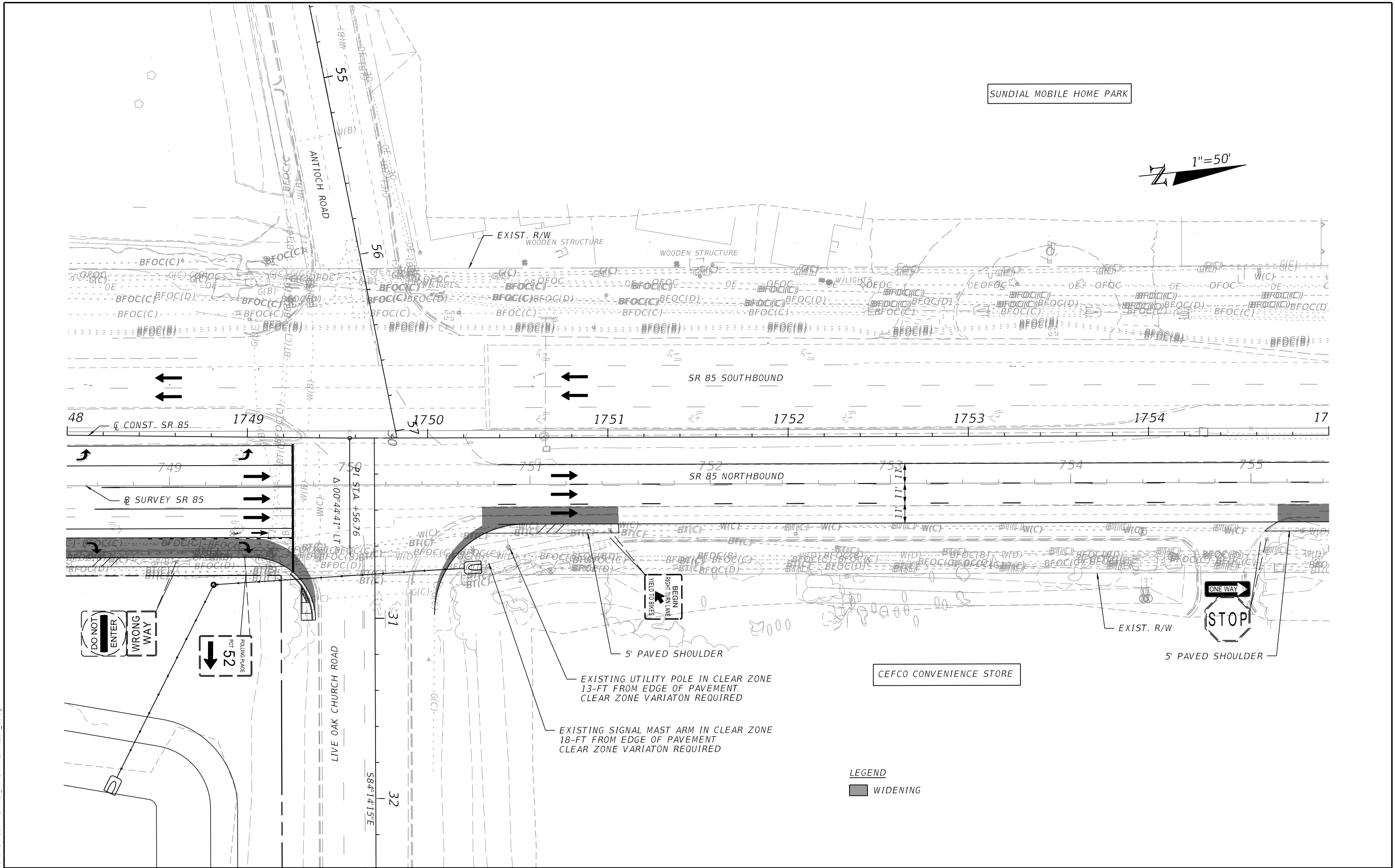
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				JULIAN A. POOLE, P.E. LICENSE NUMBER: 77592 DRMP, INC. 700 S PALAFOX STREET - SUITE 160 PENSACOLA, FL 32502	SR 85	OKALOOSA	220171-5-52-01		3

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DATE	DESCRIPTION	DATE	DESCRIPTION	JULIAN A. POOLE, P.E. LICENSE NUMBER: 77592 DRMP, INC. 700 S PALAFOX STREET - SUITE 160 PENSACOLA, FL 32502		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 85	OKALOOSA			

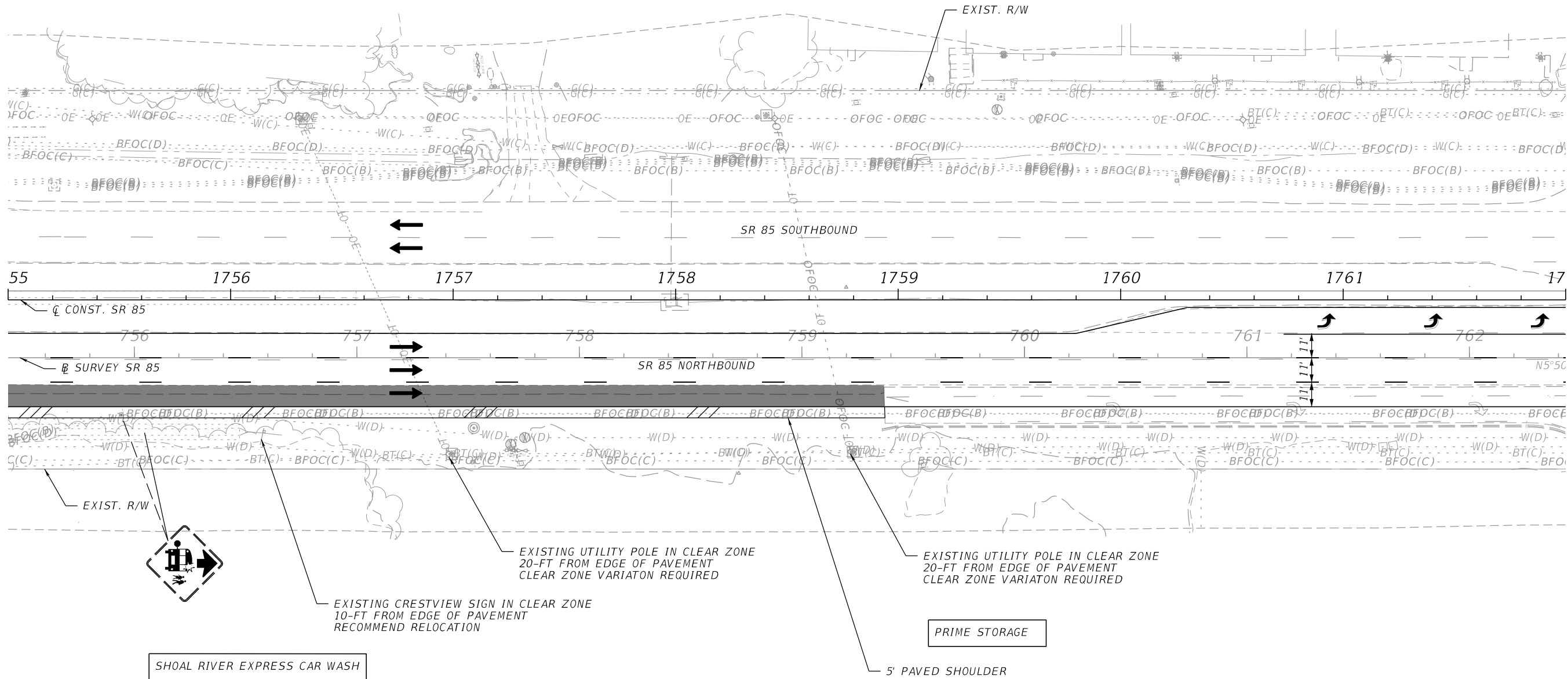
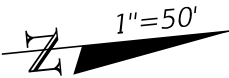
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DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			JULIAN A. POOLE, P.E. LICENSE NUMBER: 77592 DRMP, INC. 700 S PALAFOX STREET - SUITE 160 PENSACOLA, FL 32502	SR 85	OKALOOSA		5

ORTHOPAEDIC ASSOCIATES

AFFORDABLE HOMES

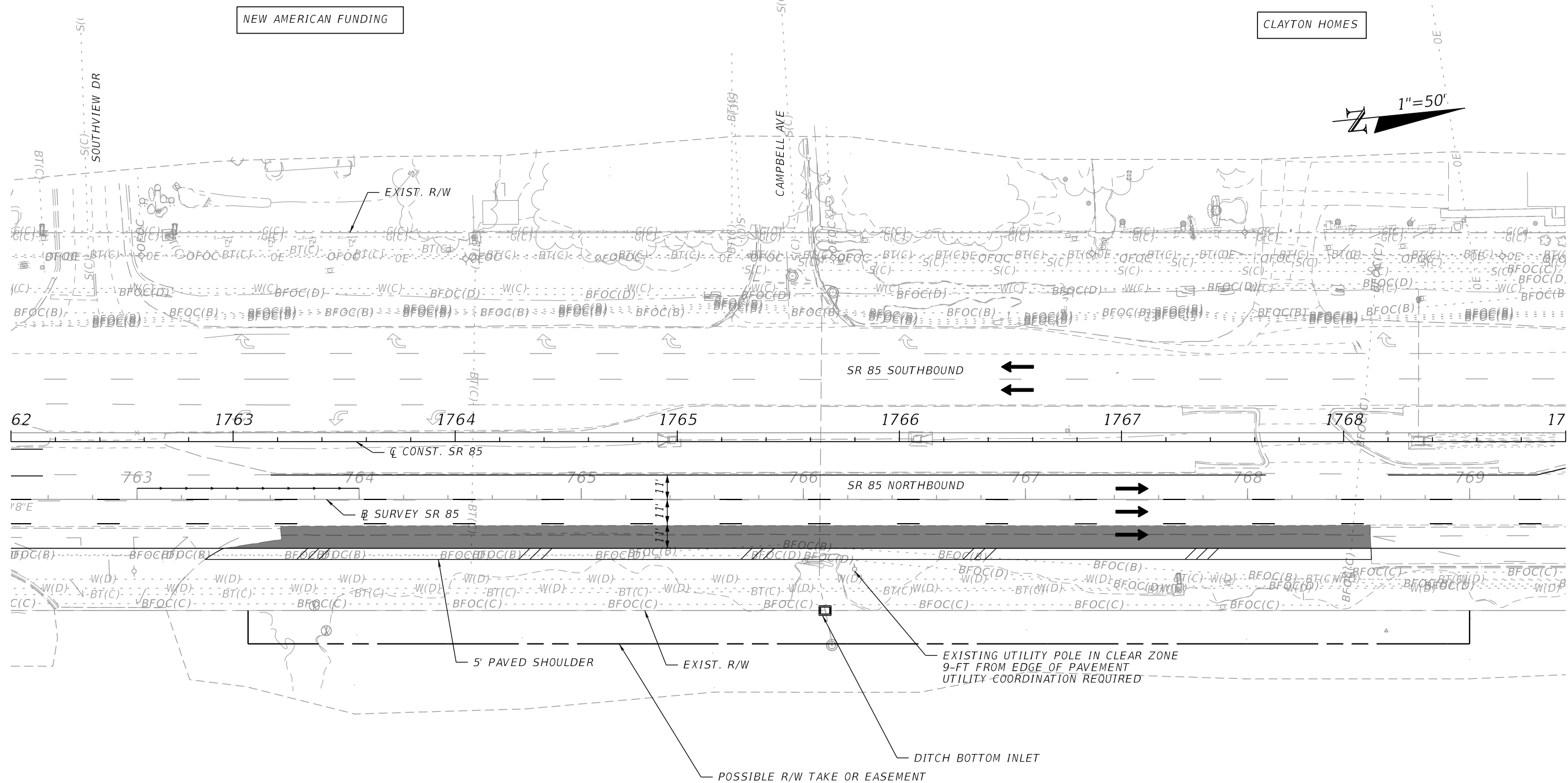


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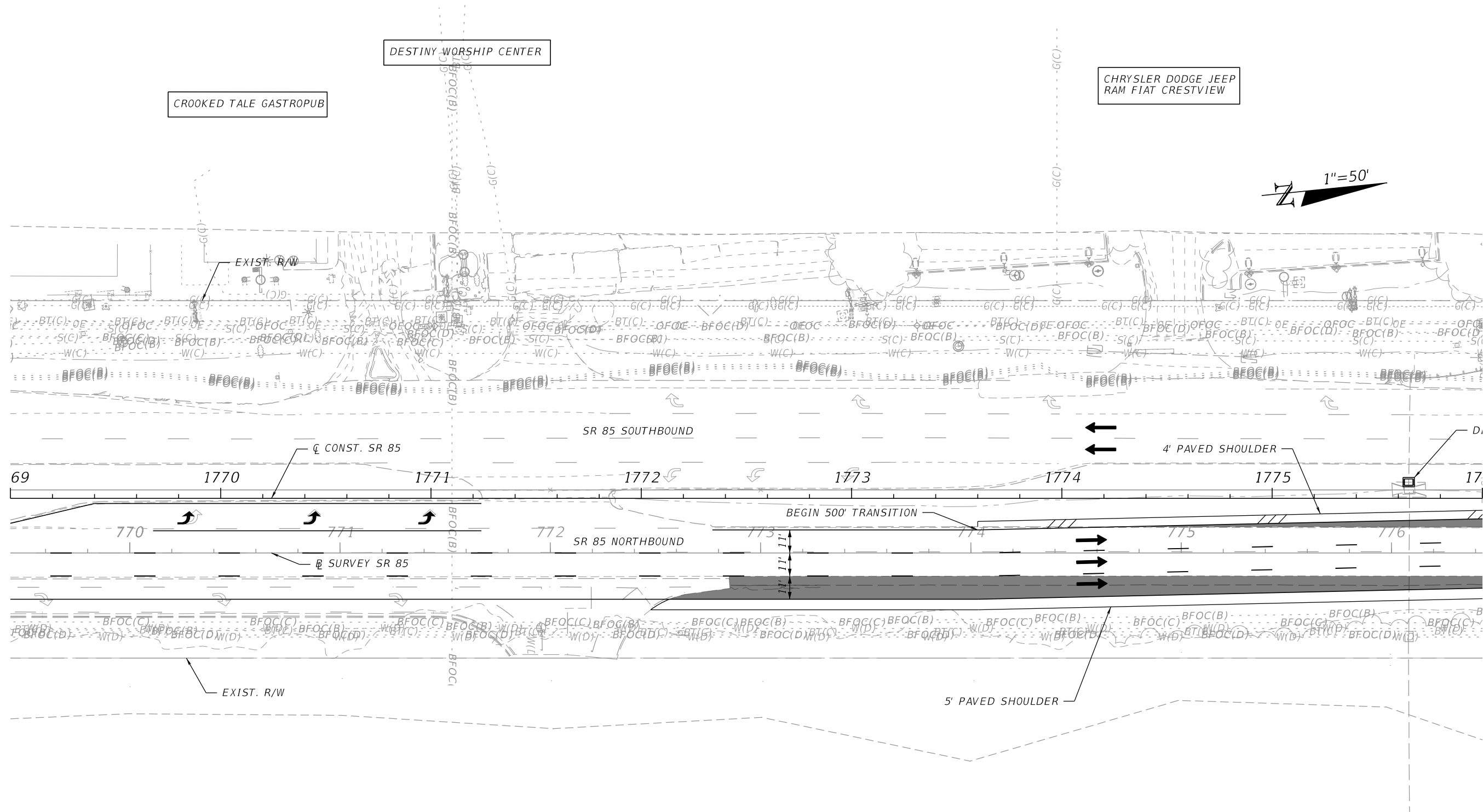
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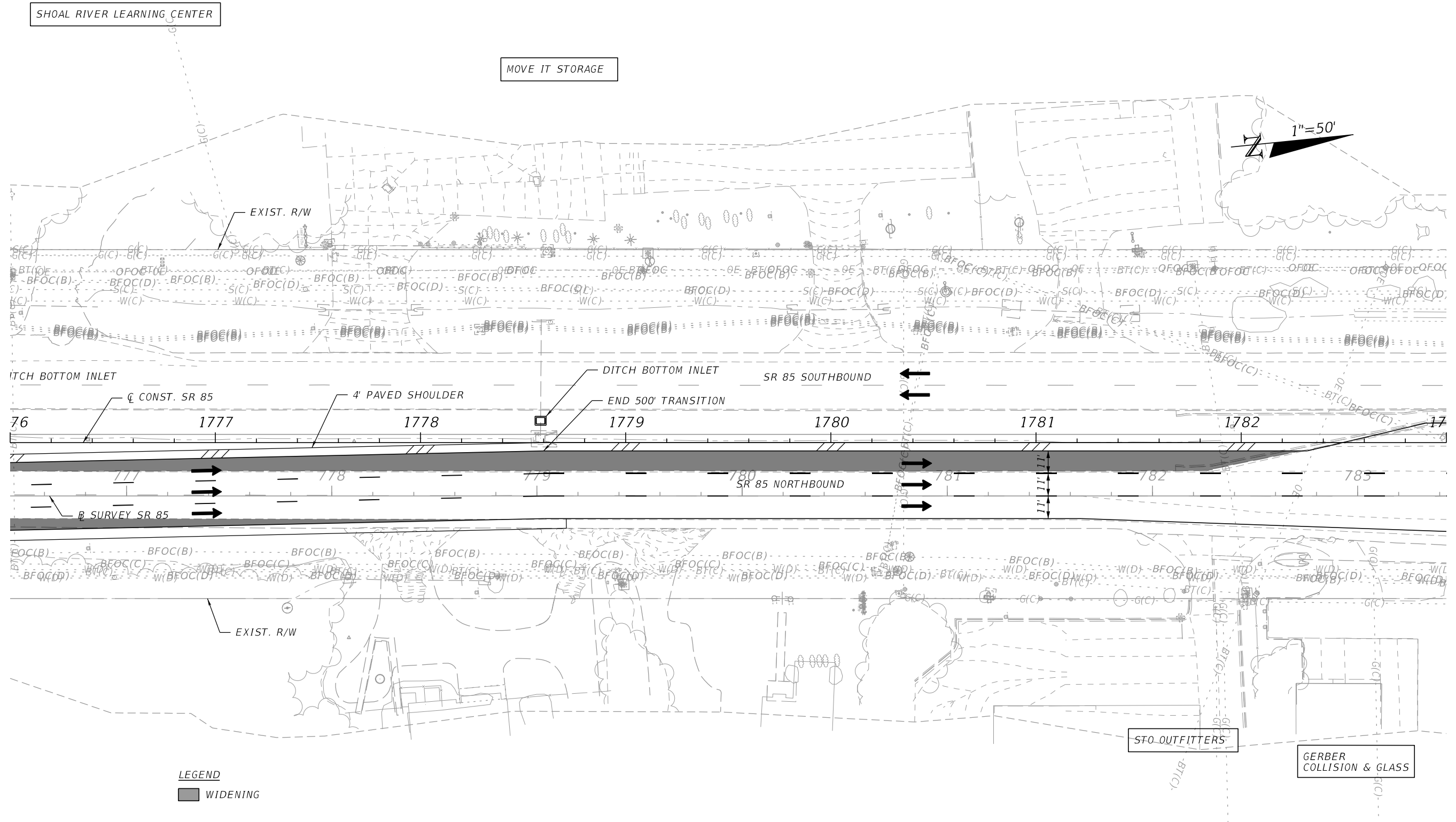
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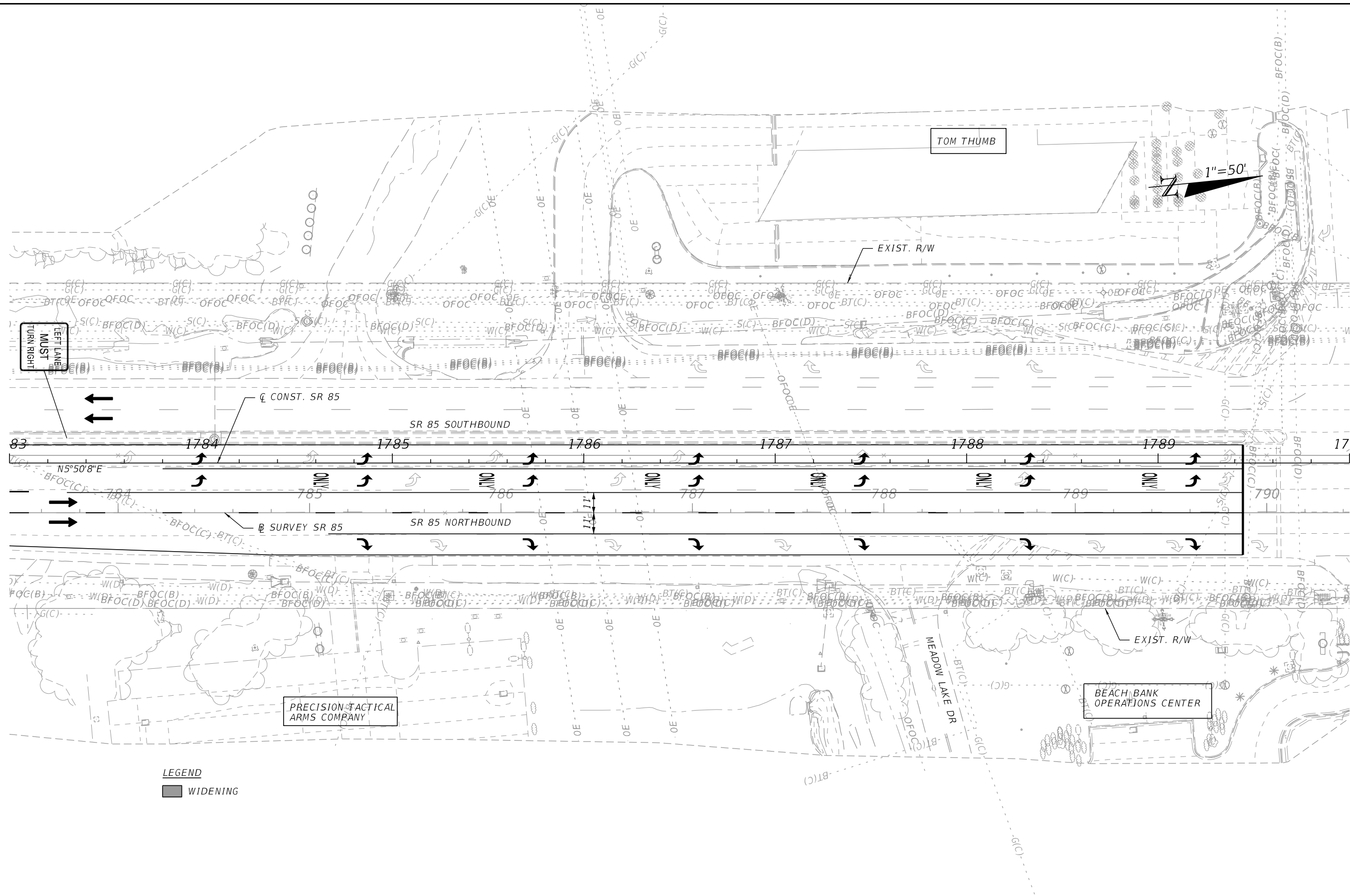
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						SR 85	OKALOOSA			8

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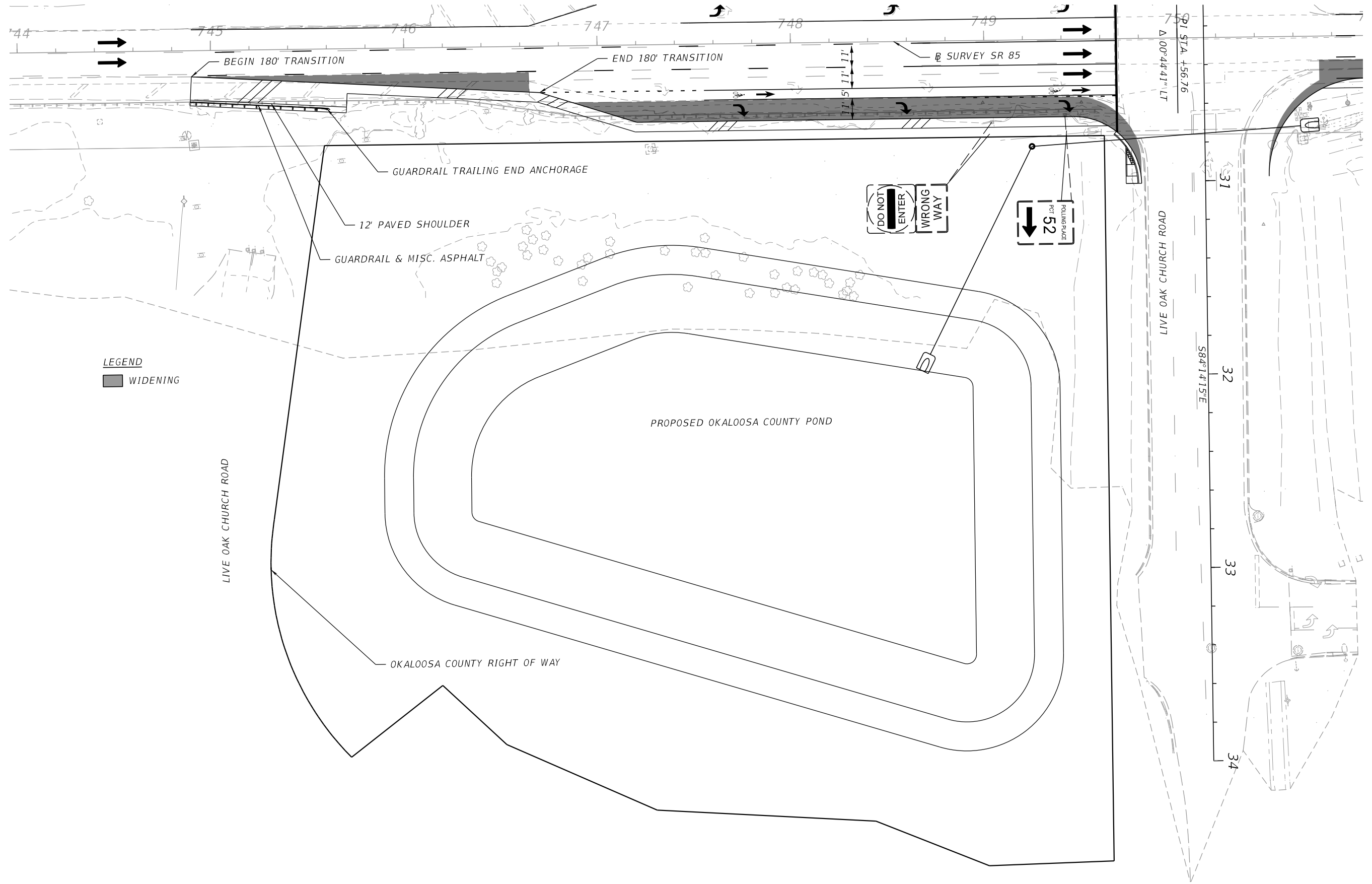


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WIDENING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY EXHIBIT	SHEET NO.
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DATE	DESCRIPTION	DATE	DESCRIPTION	JULIAN A. POOLE, P.E. LICENSE NUMBER: 77592 DRMP, INC. 700 S PALAFOX STREET - SUITE 160 PENSACOLA, FL 32502		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 85	OKALOOSA			