

<b>Project Information</b>			
<b>County:</b>	Okaloosa	<b>Applicant Initial Score</b>	58
<b>Project Title:</b>	Valley Road Sidewalk		
<b>Project Sponsor:</b>	Okaloosa County		
<b>Requested Funding:</b>	\$928,800		
<b>Requested Phases:</b>	Design, Construction, and CEI		
<b>Qualifying Activity:</b>	Sidewalk		
<b>Scope of Work:</b>	The addition of a 5' wide concrete pedestrian sidewalk along Valley Rd from US 90 to Stillwell. Proposed project length 4,700 (0.89 miles).		
<b>Road Name:</b>	Valley Road	<b>Project Begin:</b>	US 90 / E James Lee Blvd
<b>Roadway ID:</b>		<b>Project End:</b>	Stillwell Boulevard
<b>Applicant Primary Contact:</b>	Roy Petrey, P.E. (850) 689-5772 <a href="mailto:rpetry@myokaloosa.com">rpetry@myokaloosa.com</a>		
<b>Applicant Alternative Contact:</b>			

<b>Application Information</b>	<b>Included?</b>	<b>Notes</b>
1. Completed application with Priority Number	Yes	Priority number to be included if advanced by TPO. Priority 1 of 2 for Okaloosa County.
2. Signed, update-to-date Adopted Resolutions of support	Yes	December 5, 2023 Okaloosa County Resolution
3. 8.5 x 11 Location Map with Limits	Yes	
4. 8.5 x 11 Typical Section (Existing and Proposed)	Yes	
5. R/W Ownership Information	Yes	Claim Use and Maintenance 60 ft
6. R/ W details (widths)	Yes	
7. Cost estimate	Yes	
8. Compliance documentation (comp plan, bike plan, etc)	Yes	
9. Public letters of support	No	0 Letters of support
10. Application deadline to TPO (1/19/24)	Yes	

<b>Supplemental Information</b>	<b>Included?</b>	<b>Notes</b>
1. Supplemental data for scoring	Yes	
2. Local traffic counts with summary of methodology this includes the machine type, axle detection, vehicle classifications, the dates and the times that the traffic was counted. A traffic count of 48 hours is the minimum.	No	
3. References to planning documents must include the document title.	Yes	
4. When asked to provide a brief description of a claimed criterion, please limit the description to one short paragraph.	Yes	
5. If a claimed criterion is mapped, please note that it is mapped in the Criterion Category.	Yes	

<b>Eligibility Determination</b>	<b>Yes / No?</b>	<b>Notes</b>
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## Transportation Alternatives Project Application Review Checklist

Eligible Project Sponsor <sup>1</sup>	Yes	
Safe Routes Included (if applicable)	No	
Outstanding Issues?	No	

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

## Transportation Alternatives Project Application Review Checklist

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

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	calming or vehicle lane narrowing (road diet)				
	Improves visibility of non-drivers to motorists	1	1	1	
	<b>Reduce Human Exposure</b> – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.				
	A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.	1	1	1	Landscaping divide
	A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	0	0	
	<b>Vehicle Traffic (select one)</b>				
	40,001+	12	-	-	US 90 AADT: 12,500
	35,001-40,000	11	-	-	
	30,001 to 35,000	10	-	-	
	25,001-30,000	9	-	-	
	20,001-25,000	8	-	-	
	15,001-20,000	7	-	-	
	10,001-15,000	6	-	6	
	5,001-10,000	5	-		
	4,001-5,000	4	-		
	3,001-4,000	3	-		
	2,001 – 3,000	2	-		
	Less than 2,000	1	1		
<b>2</b>	<b>Connectivity</b>	<b>20</b>	<b>18</b>	<b>18</b>	
	<b>General Connectivity</b>				
	Improves access to commercial areas	3	3	3	
	Improves access to parks and recreational areas	3	3	3	

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	Provides pedestrian/bicycle facilities where none exist	3	3	3	
	Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	3	3	
	Fills a documented gap in an existing transportation network	3	3	3	
	Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	2	2	
	<b>Transit Connectivity (select one)</b>				
	Connects to existing bike/ped facility & does not connect to a transit stop	1	1	1	
	Connects to existing bike/ped facility & <1/2 mile from transit stop	2	-	-	
	Connects to existing bike/ped facility & <1/4 mile from transit stop	3	-	-	
<b>3</b>	<b>Location Efficiency</b>	<b>15</b>	<b>15</b>	<b>15</b>	
	High Interest	7	7	7	
	Moderate Interest	5	5	5	
	Low Interest	3	3	3	
<b>4</b>	<b>Public Support</b>	<b>10</b>	<b>5</b>	<b>0</b>	
	Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) *	5	5	0	1 Resolution of Support. 0 letters of support.
	Resolutions of support from 2 local governments; or a	10	-	-	

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<b>ECRC Evaluation and Cross-Check</b>					
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	resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)*				
<b>5</b>	<b>Proximity to School</b>	<b>10</b>	<b>10</b>	<b>10</b>	
	Project > 2 Mile from a school	<b>0</b>	-	-	
	Project within 1-2 mile of a school	<b>5</b>	-	-	
	Project within 1 mile of a school	<b>10</b>	10	10	
<b>6</b>	<b>Design Quality</b>	<b>10</b>	<b>5</b>	<b>3</b>	
	Addresses both walking and biking	<b>1</b>	0	0	
	Buffered/Protected bicycle lane, and/or separated multiuse path > 5, or sidewalk > 5'	<b>2</b>	2	0	5' sidewalk.
	Provides bike parking or seating for pedestrians	<b>1</b>	0	0	
	Provides trailheads, staging areas and parking	<b>1</b>	0	0	
	Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.	<b>2</b>	0	0	
	Prior Phases of this project are under construction or have been completed.	<b>2</b>	2	2	
	All Right of Way has been secured or none is needed	<b>1</b>	1	1	
<b>7</b>	<b>Env / Archy / Historic</b>	<b>10</b>	<b>0</b>	<b>0</b>	

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	Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards	1	0	0	
	Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users	1	0	0	
	Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and/or there is a plan to <b>avoid, minimize or mitigate impacts</b>	1	0	0	
	Includes community partnership between governmental and non-governmental organizations	1	0	0	
	Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities	1	0	0	
	Construction of turnouts, overlooks, and viewing areas	1	0	0	
	Project enhances access to an existing or planned activity center. (Planned activity	1	0	0	

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	centers must be defined in a Capital improvement Plan or similar document that shows construction beginning in 5 years.)				
	Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising	<b>1</b>	0	0	
	Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control	<b>1</b>	0	0	
	Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)	<b>1</b>	0	0	
	<b><i>Points Possible</i></b>	<b>100</b>	<b>58</b>	<b>56</b>	