TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

1. **Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- ● Local government (e.g., county, city, village, town, etc.).
- ○ Regional transportation authority or transit agency.
- ○ Natural resource or public land agency.
- ○ School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.
- ○ Recognized Tribal Government.
- ○ Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).
- ○ Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).
- ○ FDOT (only by request of another eligible entity, then enter the requesting entity). If "checked", enter the requesting entity in the space provided. (Word limit 5)

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

   City of Niceville

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

   Kristen Shell, Deputy City Manager

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

   850-279-6436 ext. 1013

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

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

LAP Full Certification

Provide:

Approval Date: and Expiration Date:

Responsible Charge Name:

LAP Project Specific Certification

Provide:

Approval Date: Project FM(s) Number:

Responsible Charge Name:

● **Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.**

Provide:

Sponsoring Agency Name: Okaloosa County

Contact Name: Scott Bitterman, P.E.

Address: 1759 S Ferndon Blvd, Crestview FL 32563

Phone: 850-689-5772

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15). Palm Boulevard Multi-Use Trail

2. **Is this a resubmittal of a previously unfunded project?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).

   Yes ● No

3. **Does this project connect a previously funded project(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).

   Yes ● No N/A Locally funded projects connect

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).

   Yes ● No N/A

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

   The City would like to construct an 8- 10 foot wide multi-use trail within existing City right of Way along Palm Boulevard from Partin Drive to College Avenue and from 27th Street to SR 20. The City is currently constructing the southern portion of this trail from Bayshore Drive to 27th Street (fully funded City project). Okaloosa County is currently constructing the connecting trail along College Boulevard (fully funded County project). Both of these projects will be fully constructed in 2025. Palm Boulevard connects the Northwest Florida State College to Niceville's urban core and Ruckel Middle School and Niceville High School. In addition the City's Youth Center and recreational fields are located near Palm Boulevard.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

   Niceville

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

   Okaloosa

3. **Roadway Classification**

   ○ Yes ○ No State roadway (on-system)

   ○ Yes ○ No Federal roadway

   ● Yes ○ No Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

   Palm Boulevard

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

   Partin Drive North ; 27th Street

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

   College Boulevard (tie into College Boulevard Trail); SR 20

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

   1.04 miles or 5,491 feet

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

   ○ Yes ● No

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select "no" and indicate N/A in the space provided. If so, select "yes", and briefly explain. (Word limit 50).

   ● Yes ○ No The City of Niceville is constructing the multi-use trail segment on Palm Boulevard from Bayshore Drive to 27th Street. Okaloosa County is constructing a connecting multi-use trail segment on College Boulevard and Forest Drive. Both projects will be complete in 2025.

PART 5 – PROJECT TYPE

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

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

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

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

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

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

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

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

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

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If "yes", list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If "yes", list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If "yes", list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If "yes", list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If "yes", list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If "yes", list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If "yes", list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Ruckel Middle School, Niceville High School, Rocky Bayou Christian School, Northwest Florida State College

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If "yes", list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

- **SRTS projects, codified as 23 U.S.C. 208.** This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

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

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

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

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

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

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

Number of bicycle rodeos.

Number of pedestrian safety skills events.

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

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

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

PART 6 – AREA CONDITIONS

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

1. **Select one box that describes the geographic population size of the project area.**
   - ○ Non-Urban Area with a population of 5,000 or less
   - ● Urban Area with a population greater than 5,000 but no more than 50,000
   - ○ Urban Area with a population greater than 50,000 but no more than 200,000
   - ○ Urban Area with a population greater than 200,000

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

   ● Yes ○ No Okaloosa Walton TPO

3. **Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the TMA in the space provided. (Word limit 5).

   ○ Yes ● No

4. **Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select "no", and indicate N/A in the space provided. If so, select "yes" and indicate the REDI / RAO in the space provided. (Word limit 5)

   ○ Yes ● No

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

   1st

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

   ○ Yes ○ No This project connects to Ruckel Middle School, Niceville High School, the City of Niceville Youth Center, and Northwest Florida State College

7. **Are there transit stops / shelters / support facilities within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the identification number. (Word limit 5).

   ● Yes ○ No 2

8. **Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?**

   ● Yes ○ No

9. **Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?**

   ● Yes ○ No

10. **Would the project implement a bicycle or pedestrian action plan(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption. (Word limit 5).

    ● Yes ○ No City of Niceville Safe Streets Action Plan

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

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of suppor with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. **Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement?** If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided. (Word limit 10).

   ● Yes ○ No Project included in the City of Niceville Safe Streets Action Plan

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

   ● Yes ○ No City Council Meeting; Safe Streets Action Plan Committee

3. **Was there an advertised public meeting to discuss the project?** If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided. (Word limit 10).

   ● Yes ○ No Niceville City Council Meetings

4. **Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If "yes", briefly explain. If "no", indicate N/A in the space provided. (Word limit 10).

   ○ Yes ● No

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

● Yes ○ No Niceville Safe Streets Action Plan; Okaloosa Walton TPO LRTP; Niceville Comprehensive Plan

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

PART 9 – ENVIRONMENTAL CONDITIONS

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

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

   ○ Yes ● No

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

   ○ Yes ● No

3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate railway facility. (Word limit 5).

   ○ Yes ● No

4. **Does the project physically cross a railway facility?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the crossing's railway identification number, and beginning and ending mile points. (Word limit 5).

   ○ Yes ● No

5. **Would the project provide lighting at locations with nighttime crashes?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe the proposed lighting in the space provided. (Word limit 5).

   ○ Yes ● No

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

   ● Yes ○ No ADA compatible intersections and cross walk design

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided. (Word limit 10).

   ○ Yes ● No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown". (Word limit 5).

   ○ Yes ● No ○ Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown". (Word limit 5).

   ○ Yes ● No ○ Unknown N/A

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided. (Word limit 5).

    ● Yes ○ No Niceville Youth Center and Recreational Fields; Northwest Florida State College Trails

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways. (Word limit 5).

    ○ Yes ● No N/A

12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

    ○ Yes ● No N/A

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    ○ Yes ● No ○ Unknown N/A

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    ○ Yes ● No ○ Unknown N/A

15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown" (Word limit 5).

    ○ Yes ● No ○ Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. **Are signed and sealed design plans available for this project?**
   - ○ Yes
   - ◉ No
2. **If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status.** (Word limit 100).
   - ◉ No design plans
   - ○ 30% design plans
   - ○ 60% design plans
   - ○ 90% design plans
   - ○ Other:

Current work is only feasibility related and engineers cost estimating. The City is currently constructing the southern portion of this trail on Palm Boulevard.

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

Current work is only feasibility related and engineers cost estimating. The City is currently constructing the southern portion of this trail on Palm Boulevard.

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

PART 11 – OWNERSHIP / ROW STATUS

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

   ○ Yes ● No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.** (Word limit 150).

City owned right of way (100 ft).

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

PART 12 – PROJECT IMPLEMENTATION AND COSTS

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

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

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.
1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs ($)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate ($)
		Start (mm/yy)	End (mm/yy)	TA Program ($)	Other Federal ($)	Non-TA/ Local Funds ($)	Other ($)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)	✓	06/2025	09/2025	184,196.09				184,196.09
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction	✓	02/2026	08/2026	1,227,974.9				1,227,973.91
CEI	✓	02/2026	08/2026	184,196.09				184,196.09
Other costs (describe)								
							Total Infrastructure Project Cost Estimate	

***** Note: applications for infrastructure projects do not need to fill out this page*****

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES

FDOT Transportation Alternatives Program:
https://www.fdot.gov/planning/systems/systems-management/tap

FDOT Local Agency Program Manual:
http://www.fdot.gov/programmanagement/LP/Default.shtm

FDOT Office of Environmental Management PD&E Manual:
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Basis of Estimates Manual:
https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual

Florida Safe Routes to School Guidelines:
https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Palm Boulevard N MUT

LOCATION: City of Niceville

PROJECT LIMITS: (from south or west limit) 27th Street and Partin Drive

(to north or east limit) SR 20 and College Boulevard

By checking the box you agree to do the following:

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

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

David Deitch

* Signature

David Deitch

Name (please type or print)

City Manager

Title

1/08/2025

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):

Project Description: Palm Blvd. MUP from 27th Street to S.R. 20 & Partin Drive to College Boulevard

		TA Eligible				Other Funds (must include all TA ineligible items)						
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
101-1	MOBILIZATION	1	LS	$ 111,633.99	$ 111,633.99						1.00	$ 111,633.99
102-1	MAINTENANCE OF TRAFFIC	1	LS	$ 63,189.05	$ 63,189.05				$ -		1.00	$ 63,189.05
110-1-1	CLEARING & GRUBBING	1.17	AC	$ 35,000.00	$ 41,002.07				$ -		1.171487603	$ 41,002.07
110-4-10	REMOVAL OF EXISTING CONCRETE	3000	sy	$ 51.00	$ 153,000.00				$ -		3000	$ 153,000.00
160-4	TYPE B STABILIZATION	8820	SY	$ 9.00	$ 79,380.00				$ -		8820	$ 79,380.00
285-701	OPTIONAL BASE,BASE GROUP 01	6300	SY	$ 28.00	$ 176,400.00				$ -		6300	$ 176,400.00
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	520	TN	$ 150.00	$ 78,000.00				$ -		520	$ 78,000.00
430-982-125	MITERED END SECTION, OPTIONAL RD, 18" CD	20	EA	$ 2,500.00	$ 50,000.00				$ -		20	$ 50,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	250	LF	$ 200.00	$ 50,000.00				$ -		250	$ 50,000.00
520-1-10	CONCRETE CURB AND GUTTER, TYPE F	1700	LF	$ 65.00	$ 110,500.00				$ -		1700	$ 110,500.00
522-1	CONCRETE SIDEWALK AND DRIVEWAY, 4" THICK	960	SY	$ 75.00	$ 72,000.00				$ -		960	$ 72,000.00
527-2	DETECTABLE WARNING	1536	SF	$ 45.00	$ 69,120.00				$ -		1536	$ 69,120.00
548-12	RETAINING WALL	1700	LF	$ 85.00	$ 144,500.00				$ -		1700	$ 144,500.00
570-1-2	PERFORMANCE TURF, SOD	2520	SY	$ 5.00	$ 12,600.00				$ -		2520	$ 12,600.00
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	11.34	EA	$ 520.00	$ 5,896.80				$ -		11.34	$ 5,896.80
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK	1536	LF	$ 5.00	$ 7,680.00				$ -		1536	$ 7,680.00
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE	384	LF	$ 8.00	$ 3,072.00				$ -		384	$ 3,072.00
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
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					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
		TA Eligible Costs / TA Funds Requested (not funded through other sources)			$ 1,227,973.91	Other Funds (must include TA Ineligible Costs)			$ -		Subtotal	$ 1,227,973.91
	Design Cost				$ 184,196.09				$ -			
	CEI Cost				$ 184,196.09							
	CONTINGENCY (REQUIRED)	Contingency is not a FHWA Participating Item										
					$ 1,596,366.08						Total Cost Estimate	$ 1,596,366.08

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

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

Prepared by:

Kabeary Prince
Name:

PE Number: 936933

Signature:

12/16/2024
Date:

Reviewed by:

George Roland
Name:

Signature:

12/16/2024
Date:

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

References:

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

RESOLUTION NO. 24-04-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, ADOPTING A GOAL TO REDUCE TRAFFIC-RELATED FATALITIES AND SERIOUS INJURIES IN THE CITY; SUPPORTING THE CREATION AND IMPLEMENTATION OF THE SAFE STREETS NICEVILLE ACTION PLAN; PROVIDING FOR CONFLICTS AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, statics show that, tragically, that 4 people were killed and 24 people were seriously injured in traffic-related accidents during 2023 in Niceville, (the "City"); and

WHEREAS, statistics show that, tragically, 5 serious injuries during 2023 where bicycle and pedestrian related; and

WHEREAS, minority and low-income communities face a disproportionate risk of serious injuries and fatalities in connection with traffic-related accidents; and

WHEREAS, the City of Niceville, Florida (the "City") strongly believes that fatalities and serious injuries caused by traffic-related accidents are unacceptable and a serious public safety issue that necessitates public action; and

WHEREAS, providing safe and reliable transportation is a priority for the City; and

WHEREAS, the City recognizes that traffic fatalities and serious injuries are preventable and not inevitable, and commits to working collaboratively with the County, and partner transportation agencies to identify and implement projects and programs that reduce the potential for serious traffic injuries and fatalities in our community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, THAT:

Section 1. The above recitals are true, correct, and incorporated by reference as the findings of the City Council as if set forth fully herein.

Section 2. The City of Niceville supports the creation and implementation of the Niceville Safe Streets Action Plan and a "Vision Zero" goal, which commits to a goal of zero deaths and serious injuries in the City by the year 2055.

Section 3. The City will create a Safe Streets Niceville Working Group (as shall be established under the Safe Streete Niceville Action Plan) to: (i) coordinate safety improvements, (ii) advance local priorities that will make streets safer for the traveling public, (iii) access technical assistance, and (iv) support in reducing, and ultimately eliminating, fatal and serious injury collisions.

Section 4. All resolutions or part of resolutions in conflict with any of the provisions of this Resolution are hereby superseded and repealed to the extent of such conflict.

Section 5. This Resolution shall become effective upon adoption and approval in accordance with the City Charter.

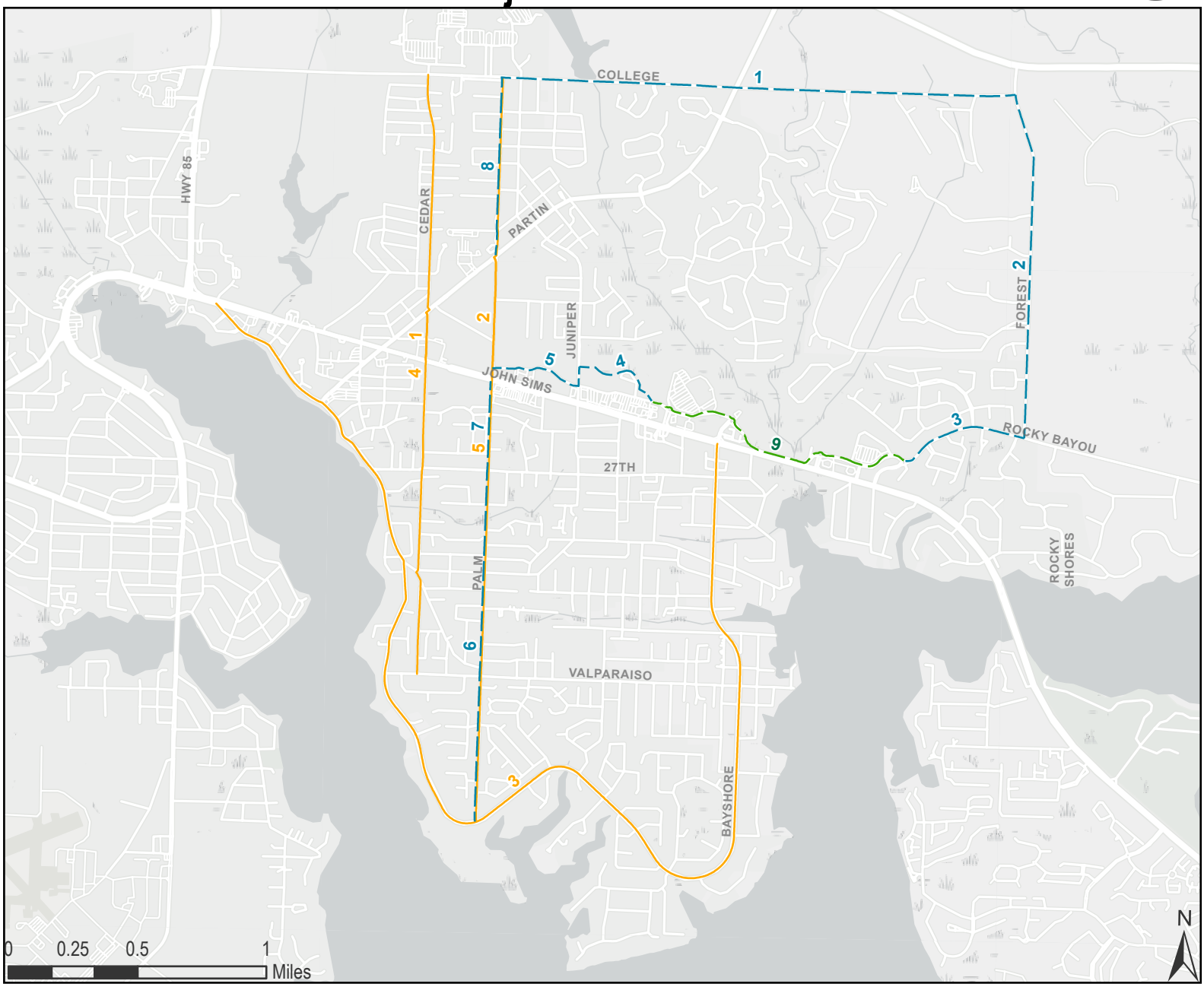
ADOPTED in regular session this 9th day of April, 2024.

Daniel Henkel
MAYOR

ATTEST:

Daniel J Doucet
CITY CLERK

City of Niceville
Multi-Use Trails and Streets Projects



Trails Projects

Label	Status	Notes	StreetName	FromSt	ToSt	Size	UseType
1	Proposed	Designed and Funded	College Blvd	Palm Blvd	Forest Rd	8-10 ft	Multi Use
2	Proposed	Designed and Funded	Forest Dr	College Blvd	Rocky Bayou Dr	8-10 ft	Multi Use
3	Proposed		Rocky Bayou Dr	Forest Rd	Crossings Blvd	8-10 ft	Multi Use
4	Proposed	2025 Design, 2025 Legislative Appropriation Request	Crossings Blvd	Wise Ave	Juniper Ave	8-10 ft	Multi Use
5	Proposed		Marc Smith Blvd	Juniper Ave	Palm Blvd	8-10 ft	Multi Use
6	Proposed	Designed and Funded	Palm Blvd	Bayshore Dr	27th St	8-10 ft	Multi Use
7	Proposed		Palm Blvd	27th St	SR 20	8-10 ft	Multi Use
8	Proposed	Transportation Alternatives Grant Application	Palm Blvd	Partin Dr	College Blvd	8-10 ft	Multi Use
9	Existing		Crossings Blvd	Rocky Bayou Dr	Wise Ave		

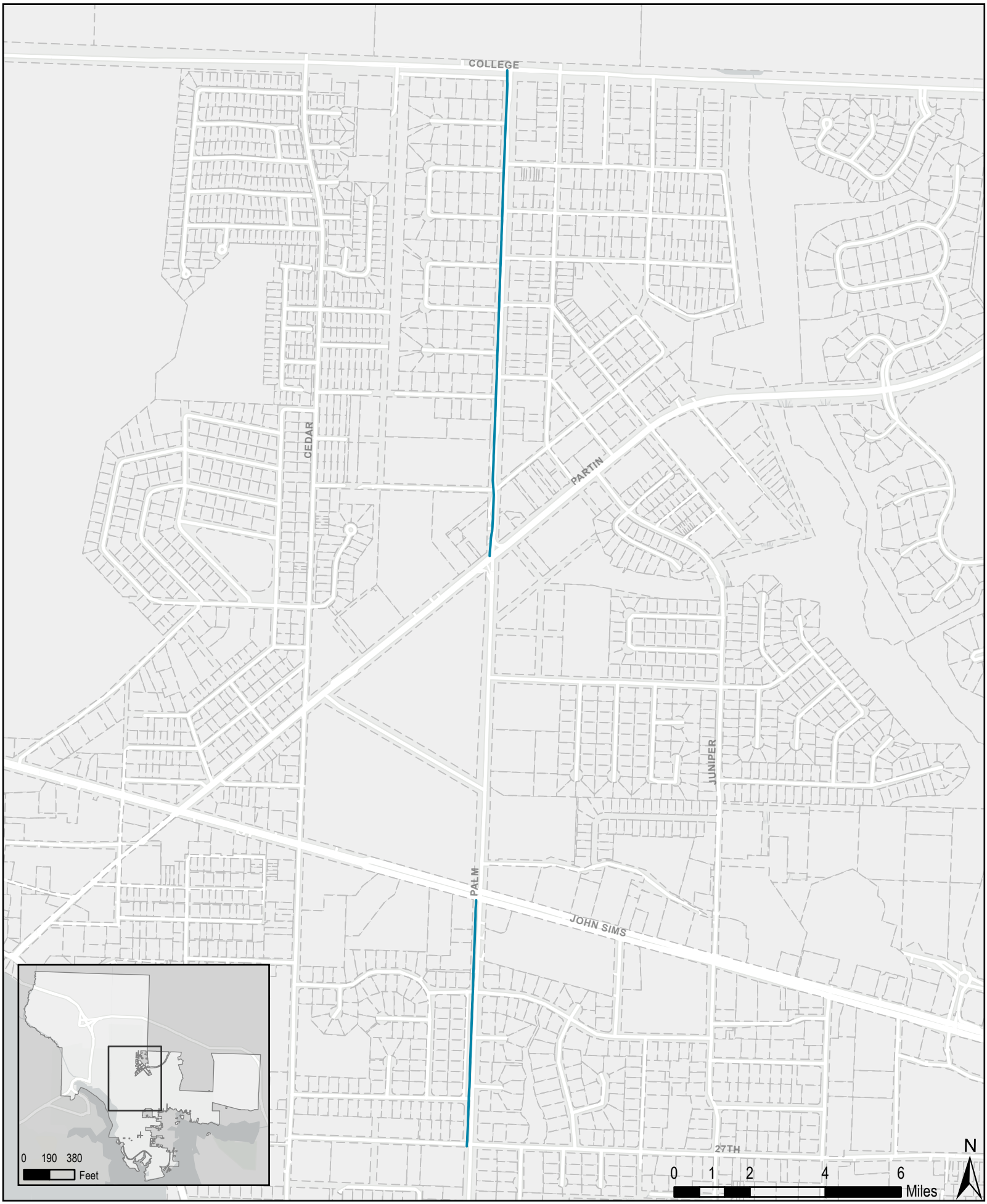
Complete Streets Projects

Label	Status	Notes	StreetName	FromSt	ToSt
1	Proposed	Road Safety Audit in Progress	Cedar Ave	SR 20	Partin Dr
2	Proposed	Road Safety Audit in Progress	Palm Blvd	SR 20	Partin Dr
3	Proposed	TPO Long Range Transportation Plan	Bayshore Dr	SR 20	SR 20
4	Proposed	TPO Long Range Transportation Plan	Cedar Ave	Bayshore Dr	College Blvd
5	Proposed	TPO Long Range Transportation Plan	Palm Blvd	Bayshore Dr	College Blvd

Map Prepared by Niceville GIS
December 2024

Proposed Palm Boulevard Trails

Prepared by Niceville GIS January 2025



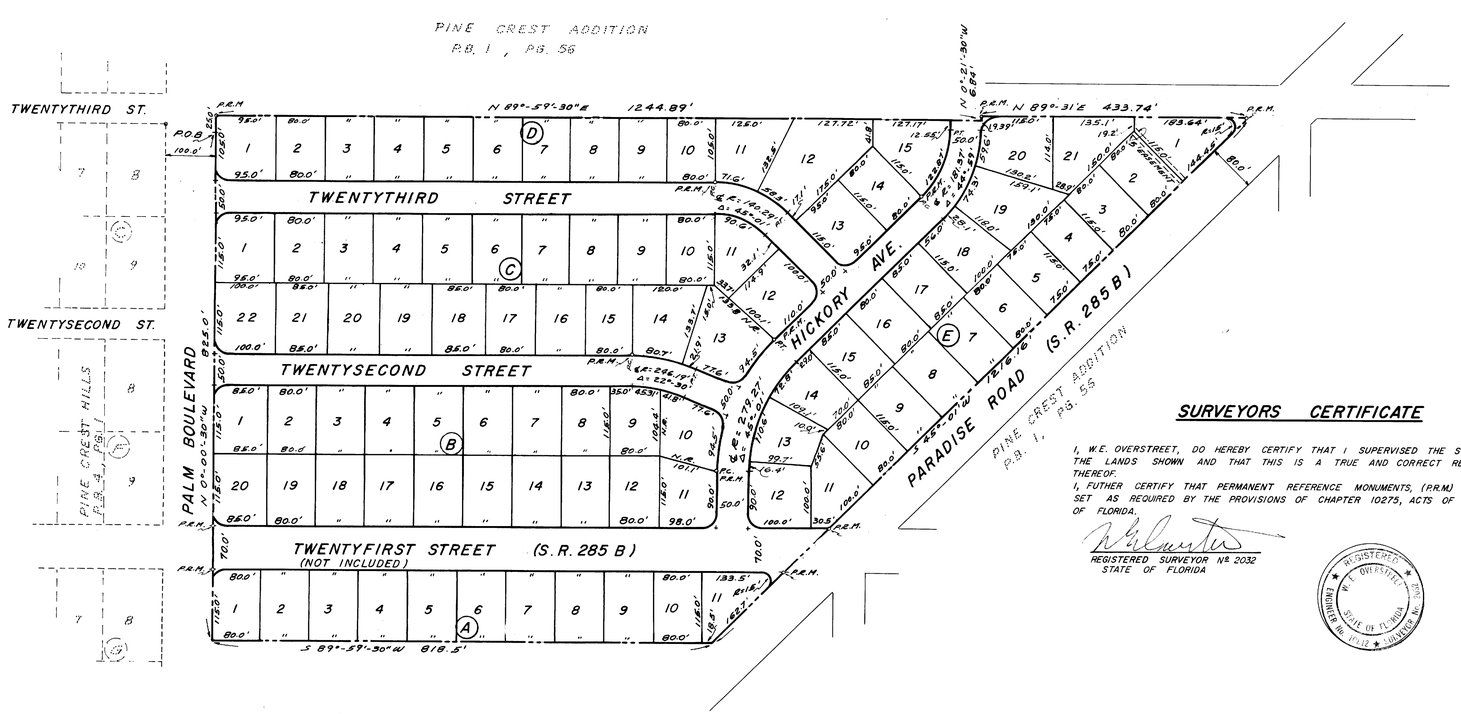
PLAT BOOK 4 PAGE 49

CAROL ANNE MANOR

NICEVILLE, OKALOOSA COUNTY, FLORIDA

A RESUBDIVISION OF BLOCKS 78, 79, 80, 81, 88, 89, 90, LOTS 1, 2, 11, 12 AND A PORTION OF LOT 3 & 10 BLOCK 102, LOTS 1, 2, 11, 12, AND A PORTION OF LOT 3 & 10 BLOCK 103, 5th ADDITION OF PINE CREST SUBDIVISION TO VALPARAISO, FLORIDA

SCALE: 1" = 100' JULY 1967



DEDICATION

STATE OF FLORIDA
COUNTY OF OKALOOSA

KNOW ALL MEN BY THESE PRESENTS, THAT WE, S.M.R. CORPORATION OWNERS OF THE LANDS SHOWN AS SUBDIVIDED HEREON, DO HEREBY DEDICATE TO THE PUBLIC USE ALL STREETS, ROADS, PARKS, OR OTHER PUBLIC PLACES SHOWN AS SUCH, UNTIL SUCH TIME AS THEY MAY BE ABANDONED BY DUE PROCESS OF LAW. IN WITNESS WHEREOF WE SET OUR HAND AND SEAL THIS 28th OF SEPTEMBER 1967

Rupert M. Miller — PRESIDENT
Joel L. Richardson — VICE-PRESIDENT
James F. Sims Jr. — SECRETARY-TREASURER

SURVEYORS CERTIFICATE

I, W.E. OVERSTREET, DO HEREBY CERTIFY THAT I SUPERVISED THE SURVEY OF THE LANDS SHOWN AND THAT THIS IS A TRUE AND CORRECT REPRESENTATION THEREOF.
I, FUTHER CERTIFY THAT PERMANENT REFERENCE MONUMENTS, (P.R.M.) HAVE BEEN SET AS REQUIRED BY THE PROVISIONS OF CHAPTER 10275, ACTS OF 1925, LAWS OF FLORIDA.

W. E. Overstreet
REGISTERED SURVEYOR Nº 2032
STATE OF FLORIDA

REGISTERED W. E. OVERSTREET ENGINEER No. 2032 STATE OF FLORIDA

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

BEFORE ME PERSONALLY APPEARED RUPERT M. MILLER, JOEL L. RICHARDSON AND JAMES F. SIMS JR. TO ME WELL KNOWN AND WITNESSED THAT THEY EXECUTED THE FOREGOING DEDICATION FOR THE USES AND PURPOSES SET FORTH THEREIN. GIVEN UNDER MY HAND AND SEAL THIS 4th DAY OF August 1967

Dorothy L Hayden
NOTARY PUBLIC, STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES April 27, 1970

NOTARY PUBLIC STATE OF FLORIDA AT LARGE

APPROVAL OF CITY COMMISSION

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE CITY COMMISSION OF THE CITY OF NICEVILLE AT THEIR SPECIAL MEETING HELD ON THE 20th DAY OF JUNE 1967 AND APPROVED BY THEM AND THAT THEY DIRECTED THE UNDERSIGNED TO SO CERTIFY

W V Spence
WALKER V. SPENCE, MAYOR

Ila Hales
ILA HALES, CITY CLERK

OKALOOSA COUNTY OFFICIAL SEAL 1955 FLORIDA

CLERK'S FILING CERTIFICATE

I CECIL W. ANCHORS, CLERK OF CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA DO HEREBY CERTIFY THAT THIS PLAT CONFORMS TO THE PROVISIONS OF CHAPTER 10275, LAWS OF FLORIDA, ACTS OF 1925, AND IS HEREBY FILED IN THE OFFICIAL COUNTY RECORDS ON THE 3rd DAY OF Oct 1967 IN PLAT BOOK 4 PAGE 49

Cecil W. Anchors
CLERK OF CIRCUIT COURT

CLERK OF CIRCUIT COURT OKALOOSA COUNTY, FLORIDA

DESCRIPTION

BEGINNING AT THE NORTHWEST CORNER OF BLOCK 81, SUBDIVISION NO. 5 PINE CREST ADDITION TO VALPARAISO, FLORIDA, AS RECORDED IN PLAT BOOK 1, PAGE 56, RECORDS OF OKALOOSA COUNTY, FLORIDA. PROCEED N 0°-00'-30"W 25.00' FEET, THENCE N 89°-59'-30"E ALONG THE CENTERLINE OF TWENTY THIRD STREET, A DISTANCE OF 1244.89 FEET, TO THE WEST SIDE OF BLOCK 78, THENCE N 0°-21'-30"W 6.84 FEET, TO THE NORTHWEST CORNER OF BLOCK 78, THENCE N 89°-31' E 433.74 FEET, TO THE NORTHEAST CORNER OF BLOCK 78, THENCE SOUTHWESTERLY ALONG THE WEST SIDE OF PARADISE ROAD 1216.16 FEET, THENCE S 89°-59'-30"W 818.5 FEET ALONG A LINE PARALLEL TO AND 175.00 FEET NORTH OF THE SOUTH LINE OF BLOCKS 102 AND 103 AND THEIR EXTENTION TO THE EAST LINE OF PALM BOULEVARD, THENCE N 0°-00'-30" 825.0 FEET TO THE POINT OF BEGINNING. ALL THE ABOVE IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 1, RANGE 22 WEST, TALLAHASSEE MERIDIAN, NICEVILLE, OKALOOSA COUNTY, FLORIDA.

NOTES

o— — — — DENOTES PERMANENT REFERENCE MONUMENTS (P.R.M.)
THE SIGN (°) MEANS DEGREES, AND THE SIGN (') MEANS FEET OR MINUTES.
ALL LOT DIMENSIONS ON ALL CORNER LOTS ARE TO THE INTERSECTION OF THE EXTENDED RIGHT-OF-WAY LINES.
ALL DIMENSIONS SHOWN ON CURVES ARE ARC DIMENSIONS.
ALL LOT LINES ARE PERPENDICULAR OR RADIAL TO STREET LINES UNLESS MARKED "N.R."
ALL LOT CORNERS ARE STAKED WITH IRON PINS.
ALL STREET INTERSECTIONS HAVE A 25' RADIUS, UNLESS OTHERWISE NOTED.

Prepared by:
W. E. OVERSTREET, CONSULTING ENGINEER
FORT WALTON BEACH, FLORIDA.

DRAWN: JOHN C. SIMS III.

Carol Anne Manor 4-49

18

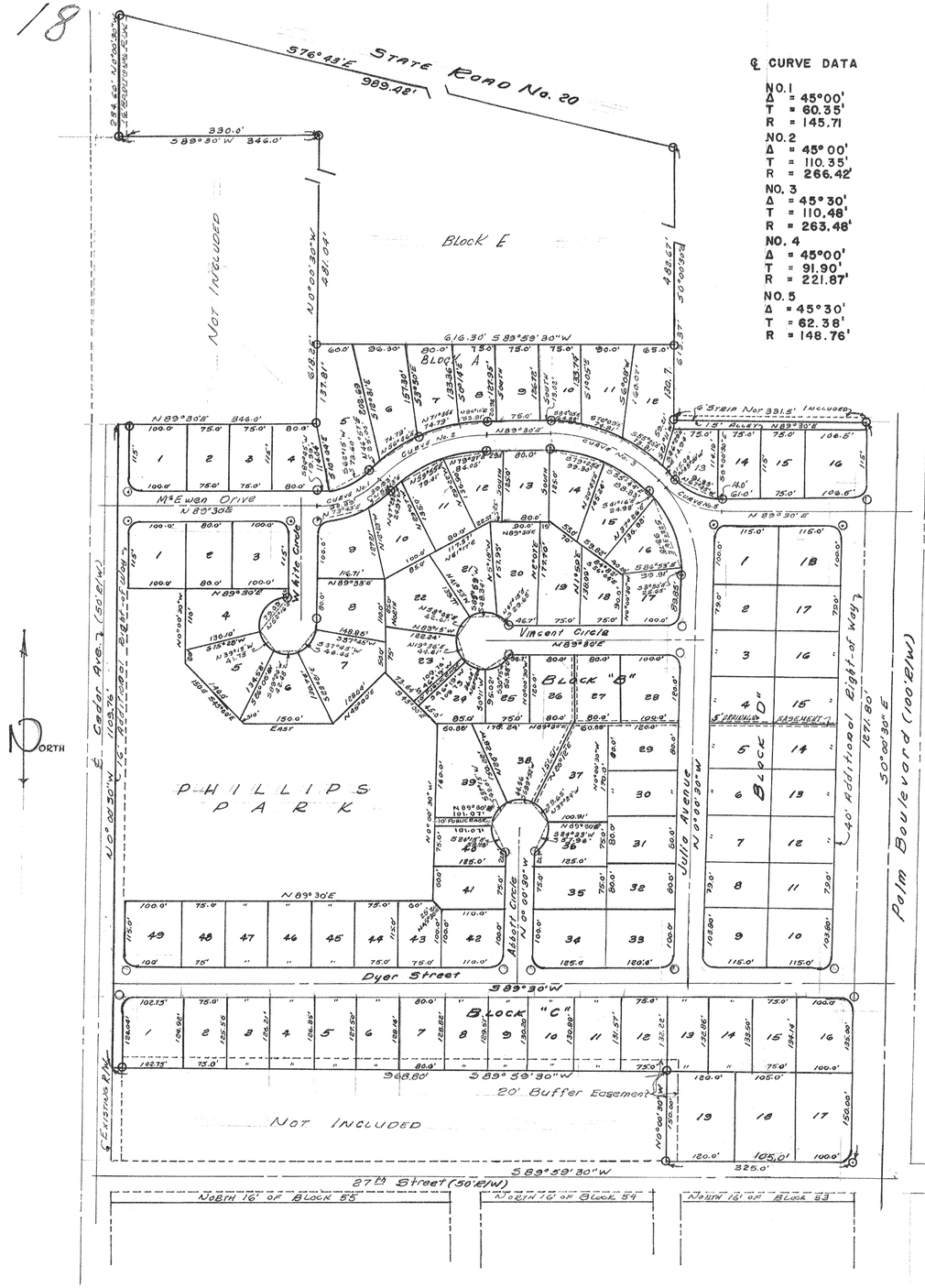
LEOTA MILLER SUBDIVISION

18

SUBDIVISION IN SECTION 8; TWP. 1S; R 22W,
OKALOOSA COUNTY, FLORIDA
BEING A RESUBDIVISION OF A PART OF PINE CREST ADDITION TO VALPARAISO, FLORIDA, SHEET NO. 7 PLAT BOOK 1, PAGE 54

PREPARED BY
POOLE ENGINEERING CO.
of Fort Walton Beach, Inc.

FORT WALTON BEACH, FLORIDA
SCALE 1"=100' FEB., 1965



DESCRIPTION

BEGIN AT THE S.E. CORNER OF LOT 6, BLOCK 46, PLAT OF PINECREST ADDITION TO VALPARAISO, FLA., SHEET 7, PLAT BOOK 1, PAGE 54, PUBLIC RECORDS OF OKALOOSA COUNTY, FLA., AND RUN S 89°59'30"W ALONG THE NORTH R/W OF 27th. STREET 325.0', THENCE N 0°00'30"W 150.0', THENCE S 89°59'30"W 968.80', THENCE N 0°00'30"W 1109.76', THENCE N 89°30'E 346.0', THENCE N 0°00'30"W 618.25' THENCE S 89°30'W 346.0', THENCE N 0°00'30"W 234.60' TO THE SOUTH R/W OF S.R. NO. 20, THENCE S 76°43'E ALONG SAID R/W 989.42', THENCE S 0°00'30"E 613.37', THENCE N 89°30'E 331.5' TO THE WEST R/W OF PALM BLVD., THENCE S 0°00'30"E ALONG SAID R/W 1271.80', TO THE P.O.B ALSO THE NORTH 16.0' OF BLOCKS 53,54, AND 55 OF SAID SUBDIVISION.
ALL LYING AND BEING IN SECTION 8, T1S, R22W, OKALOOSA COUNTY, FLORIDA.

DEDICATION:

STATE OF FLORIDA
COUNTY OF OKALOOSA
KNOW ALL MEN BY THESE PRESENTS THAT RUCKEL PROPERTIES INC. OWNERS OF PROPERTY HEREON DESCRIBED, CERTIFY THAT THEY HAVE CAUSED THE SAID LAND TO BE SUBDIVIDED AND PLATTED AS SHOWN HEREON AND THAT THEY DEDICATE TO THE USE OF THE PUBLIC ALL STREETS AND ROADS AND ALLEYS SHOWN HEREON.

Virginia Cunningham WITNESS

SEAL C. Walter Ruckel
PRESIDENT

Sylvan G. Nordberg WITNESS

SEAL Wava D. Ruckel
SECRETARY

ACKNOWLEDGEMENT:

STATE OF FLORIDA
COUNTY OF OKALOOSA

BEFORE ME, A NOTARY PUBLIC, PERSONALLY APPEARED C. WALTER RUCKEL, PRESIDENT, AND WAVA D. RUCKEL, SECRETARY, OF RUCKEL PROPERTIES, INC. KNOWN BY ME PERSONALLY AND KNOWN BY ME TO BE THE PERSONS WHO EXECUTED THE FOREGOING DEDICATION FOR PURPOSES THEREIN SET FORTH
WITNESS MY HAND AND SEAL THIS 6 DAY OF May 1965

NOTARY PUBLIC Robert N. Smith
MY COMMISSION EXPIRES 5-25-66

SURVEYORS CERTIFICATE:

I, MILLER WALSTON, THE MAKER OF THIS PLAT DO HEREBY CERTIFY THAT THIS IS A TRUE REPRESENTATION OF THE LAND PLATTED AND THAT PERMANENT REFERENCE MARKERS HAVE BEEN SET AS CALLED FOR UNDER SECTION 7, CHAPTER 10275, LAWS OF STATE OF FLORIDA.

Miller Walston
MILLER WALSTON
FLORIDA, CERTIFICATE NO 799

CITY COUNCIL APPROVAL

THIS IS TO CERTIFY THAT THIS PLAT WAS PRESENTED TO THE CITY COUNCIL OF NICEVILLE, FLORIDA AND WAS APPROVED BY THEM FOR THEM THIS 13th DAY OF April 1965.

George H. Warren MAYOR
Jimmie Ramsey CITY CLERK
Ila Hales

CLERKS FILING CERTIFICATE

STATE OF FLORIDA
COUNTY OF OKALOOSA
I, CECIL ANCHORS, CLERK OF CIRCUIT COURT OF OKALOOSA COUNTY, FLA., DO HEREBY CERTIFY THAT THIS PLAT CONFORMS TO THE PROVISIONS OF CHAPTER 10275 LAWS OF THE STATE OF FLORIDA, AND IS FILED IN THE OFFICIAL COUNTY RECORDS ON THIS 21st DAY OF May, 1965, IN PLAT BOOK 2 AT PAGE 18

Cecil Anchors
CECIL ANCHORS

ENGINEERING NOTES:

1. O INDICATES PERMANENT REFERENCE MARKERS
2. ALL DISTANCES AND BEARINGS SHOWN ON CURVES REFER TO CHORDS.
3. ALL CUL-DE-SACS HAVE 50.0' RADIUS.
4. ALL STREETS HAVE 50.0' R/W UNLESS OTHERWISE NOTED.

Leota Miller 4-18

Part of the South Half of Section 8, part of the North half of Section 17, and part of the northwest quarter of the northwest quarter of Section 16, all in Township 1 South, Range 22 West, Tallahassee Meridian, Okaloosa County, Florida, more particularly described as follows:-

Beginning at the corner of Sections 7-8-17 and 18, thence N.0°-0'-30"W. along section line 1966.8 feet to a point in the south line of 25th Street; thence N.89°-59'-30"E. along said south line, 2688.34 feet, to the west line of the southeast quarter of Section 8; thence south along said west line to the southwest corner of the northwest quarter of the southeast quarter of Section 8, 618.1 feet; thence N.89°-30'E. along the south line of the north half of the southeast quarter of Section 8, 2688.28 feet to the east line of Section 8; thence South along the said section line, 1325.82 feet to the corner of Sections 8-9-16 and 17; thence East on section line and the north line of 19th Street, 593.9 feet to the west line of Radwood Avenue; thence S.0°-02'W. along said west line, and parallel with the west line of Section 16, 667.1 feet; thence N.89°-58'W. 596 feet to the section line; thence S. 89°-34'-04"W. 1343.4 feet to the northwest corner of the south half of the northeast quarter of the northeast quarter of Section 17; thence S.0°-10'-W. along the west line of said south half, 665.33 feet to southwest corner; thence N.89°-39'E. 1342.7 feet; thence S.0°-14'W. 295.16 feet, to the south line of Valparaiso Boulevard; thence N.89°-58'W. along said south line 3243 feet, to the intersection of said south line with the westerly line of Paradise Road, both of said lines being extended to such intersection; thence S.44°-58'E. 28.28 feet along westerly line of said Paradise Road extended to intersect with the south line of City Hall Plaza if extended; thence N.89°-58'W. 703.58 feet, along said south line to the west line of said City Hall Plaza; thence North along said west line, 20 feet to intersect with the south line of Valparaiso Boulevard if extended; thence N.89°-58'W. along said south line, 1442.5 feet to the west line of Section 17; thence N.0°-02'W. 262.0 feet to the south line of north half of northwest quarter of Section 17; thence N.89°-39'E. 1342.7 along said south line of north half of northwest quarter; thence N.0°-02'E. 661.78 feet along east line of northwest quarter of northwest quarter of Section 17; thence N.89°-34'-04"E. 1343.4 feet along south line of north half of northeast quarter of northwest quarter of Section 17 to northand south quarter line; thence N.0°-06'E. 663.55 feet, to the south line of Section 8; thence S.89°-30'W. 2688.16 feet along the south line of Section 8 to the corner of Sections 7-8-17 and 18, the place of beginning.

I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been placed as required by law.

Civil Engineer.

Approved 2/9/26
D. E. Milton
W. H. McLaughlin
W. S. Jones
County Commissioners

PLAT OF
VALPARAISO REALTY COMPANY'S
PINE CREST ADDITION
TO
VALPARAISO, FLORIDA.
SHEET NO. 9 SUBDIVISION NO'S. 5 & 6
SCALE - 1 IN. = 200 FT. JANUARY 18, 1926.

FILED
JAN 27 1926
D. H. McCALLUM Clerk

Pine Crest Addition to Valparaiso
PB 1-56
Sheet 9

Part of Section Five, Township 1 South, Range 22 West of Tallahassee Meridian, Okaloosa County, Florida, particularly described as follows :-

Beginning at the northwest corner of said section 5, which corner is marked by an iron pipe monument. Thence S0°06'30"E along the Section Line between Sections 5 and 6, Township and Range aforesaid, 4024.42 feet to an iron pipe monument at the south line of the north half of S.W. 1/4 of said section 5. Thence N89°40'E, along the said south line of the north half of S.W. 1/4, and along the south line of the north half of the S.E. 1/4 of said section 5, 3890.93 feet to an iron pipe monument. Thence north, parallel with east line of section 5, 181.15 feet. Thence N. 12°26' degrees W. 450.01 feet. Thence N. 22°53' degrees W. 1167.1 feet to center FLORIDA HIGHWAY. Thence N. 6°36' degrees E. at right angles to said FLORIDA HIGHWAY 200.0 feet. Thence N. 83°22' degrees W. parallel with said FLORIDA HIGHWAY 375.27 feet. Thence N. 0°30' W. parallel with east line of section 5, 208.0 feet. Thence N. 70°47'30" degrees E. 391.25 feet. Thence N. 8°45' degrees W. 1114.3 feet. Thence N. 0°30' W. parallel to east line of section 5, 617.0 feet to the north line of said section 5, and to an iron pipe monument. Thence N89°30'W along the north line of said section 5, 3182.7 feet to beginning.

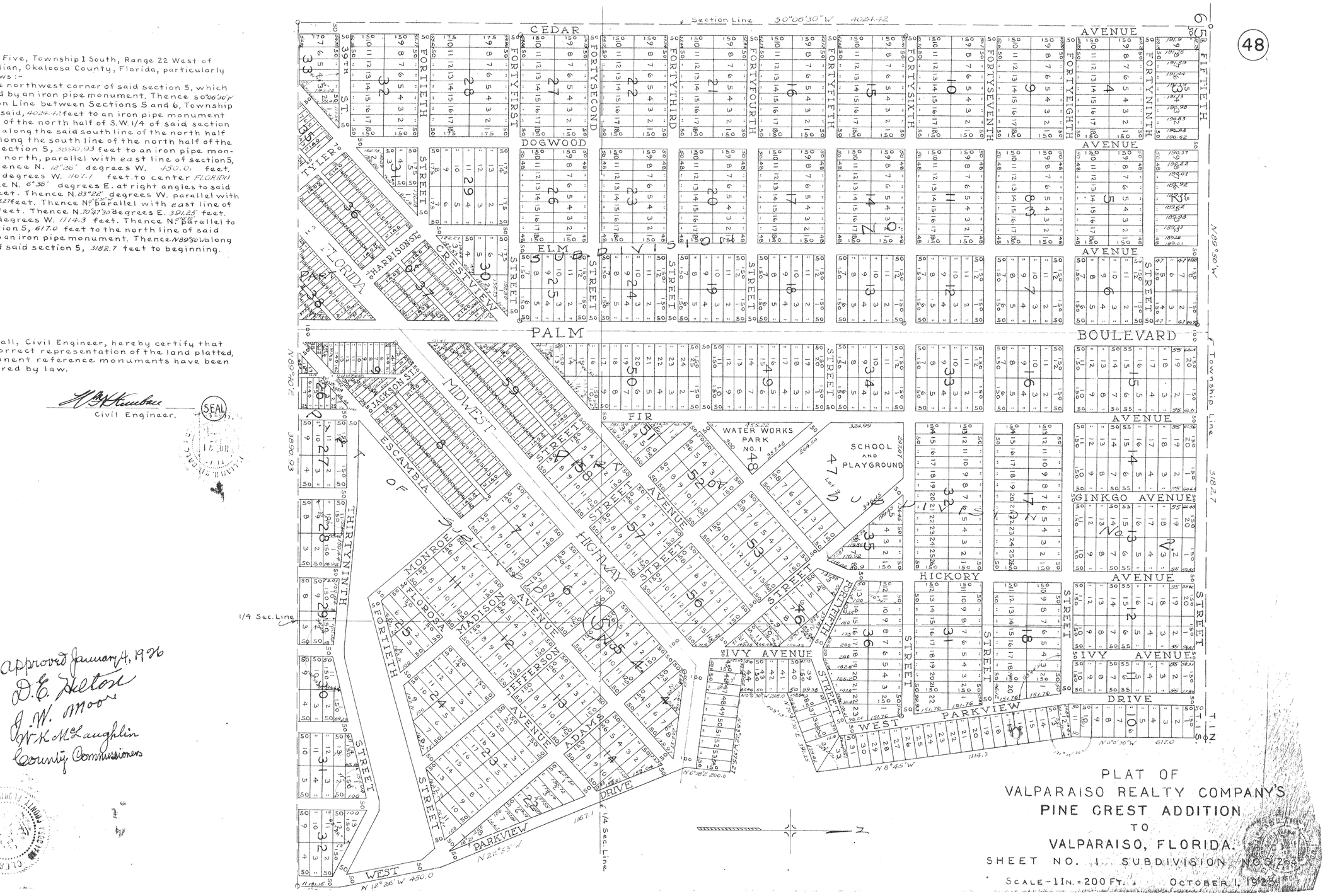
I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been placed as required by law.

Wm. H. Kimball
Civil Engineer.

(SEAL)

Approved January 4, 1926
D. E. Melton
J. W. Moore
W. K. McLaughlin
County Commissioners

Filed December 18, 1925
D. M. Goodlum Clerk



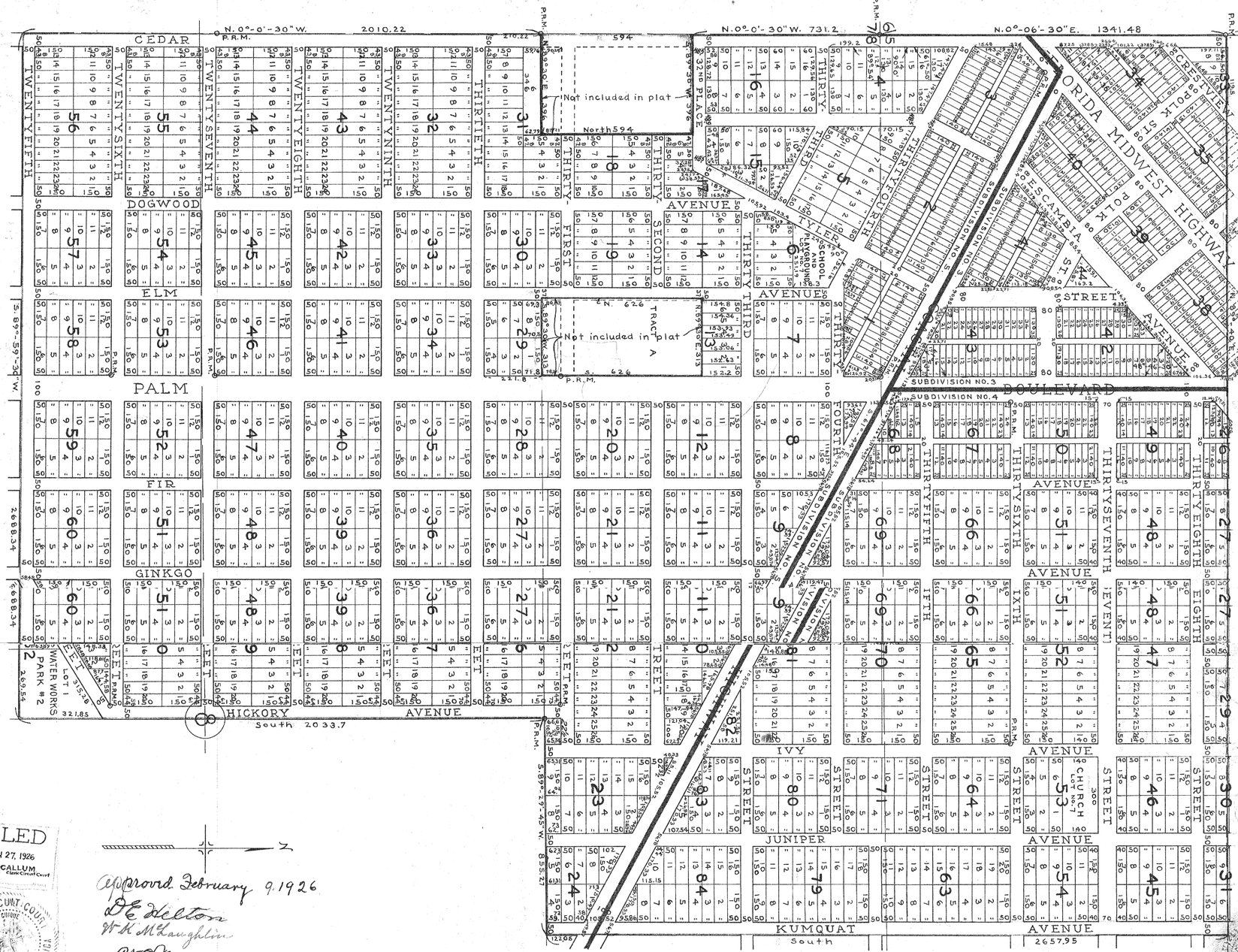
PLAT OF
VALPARAISO REALTY COMPANY'S
PINE CREST ADDITION
TO
VALPARAISO, FLORIDA.

SHEET NO. 1 SUBDIVISION NO. 5265

SCALE - 1 IN. = 200 FT. OCTOBER 1, 1925

PINE CREST Addition to VALPARAISO

Pg 1 - 48



54

(54)

Part of the southwest quarter of the southeast quarter of Section 5, the south half of the southwest quarter of Section 5, part of the northwest quarter of the northeast quarter of Section 8, the northwest quarter of Section 8, and part of the north half of the southwest quarter of Section 8, all in Township 1 South, Range 22 West, Tallahassee Meridian, Okaloosa County, Florida, more particularly described as follows:-

Beginning at an iron pipe monument at the northwest corner of the south half of the southwest quarter of Section 5, which monument is S.0°-06'-30"W. 4024.42 feet from the northwest corner of said Section 5; thence N. 89°-40' E. along the north line of the south half of said south half of said Section 5, 3540.93 feet to the East line of Kumquat Avenue; thence South 2657.95 feet along said east line to the north line of the southwest quarter of the northeast quarter of Section 8; thence S.89°-29'-45"W. along said north line 855.27 feet to the northwest corner of said southwest quarter of northeast quarter of Section 8 and in the east line of Hickory Avenue; thence South, 2033.7 feet along the east line of said Hickory Avenue, and said east line extended to the south line of Lot 1, Block 62; thence S.89°-59'-30"W. along the south line of Lots 1 & 2, Block 62, and along the south line of 25th Street 2688.34 feet to the west line of Section 8; thence N.0°-0'-30"W. along section line 2010.22 feet to southwest corner of land not in plat; thence N.89°-30' E. 396 feet to southeast corner of said land; thence North 594 feet to northeast corner of said land; thence S.89°-30'W. 396 feet to section line; thence N.0°-0'-30"W. along section line, 731.2 feet to Section corners 5-6-7 and 8; thence N.0°-06'-30" E. along section line, 1341.48 feet to place of beginning. And excepting therefrom 4.5 Acres in the southeast corner of the northwest quarter of the northwest quarter of Section 8, marked Tract A on this plat, and not included in this plat.

I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been

I, Wm. H. Kimball, Civil Engineer, hereby certify that

FILED
JAN 27, 1926
D. H. McCALLUM
Clerk Circuit Court

CLERK CIRCUIT COURT OKALOOSA COUNTY FLORIDA

Approved February 9, 1926
D E Helton
W K McLaughlin
W C Jones
County Commissioners

PLAT OF
VALPARAISO REALTY COMPANY'S
PINE CREST ADDITION
TO
VALPARAISO, FLORIDA.

SHEET NO. 7 SUBDIVISION NOS. 3-4-5

SCALE - 1 IN. = 200 FT. JANUARY 14, 1926.

A.H.

Pine Crest Addition to Valparaiso, Fla. 1-54 Sheet 7

Part of Section Five, Township 1 South, Range 22 West of Tallahassee Meridian, Okaloosa County, Florida, particularly described as follows :-

Beginning at the northwest corner of said section 5, which corner is marked by an iron pipe monument. Thence S0°06'30"E along the Section Line between Sections 5 and 6, Township and Range aforesaid, 4024.42 feet to an iron pipe monument at the south line of the north half of S.W. 1/4 of said section 5. Thence N89°40'E, along the said south line of the north half of S.W. 1/4, and along the south line of the north half of the S.E. 1/4 of said section 5, 3890.93 feet to an iron pipe monument. Thence north, parallel with east line of section 5, 181.15 feet. Thence N. 12°26' degrees W. 450.01 feet. Thence N. 22°53' degrees W. 1167.1 feet to center FLORIDA HIGHWAY. Thence N. 6°36' degrees E. at right angles to said FLORIDA HIGHWAY 200.0 feet. Thence N. 83°22' degrees W. parallel with said FLORIDA HIGHWAY 375.27 feet. Thence N. 0°30' W. parallel with east line of section 5, 208.0 feet. Thence N. 70°47'30" degrees E. 391.25 feet. Thence N. 8°45' degrees W. 1114.3 feet. Thence N. 0°30' W. parallel to east line of section 5, 617.0 feet to the north line of said section 5, and to an iron pipe monument. Thence N89°30'W along the north line of said section 5, 3182.7 feet to beginning.

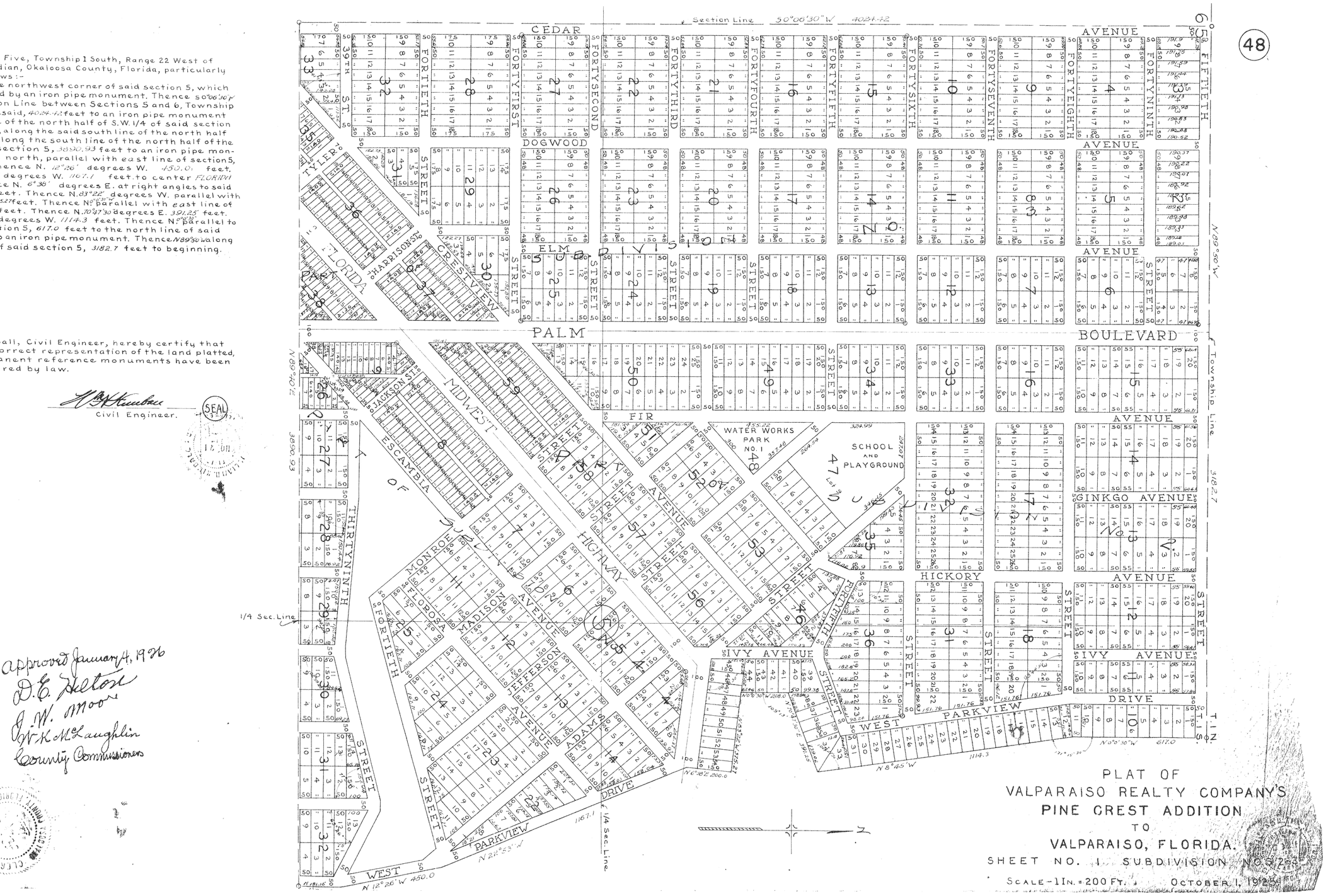
I, Wm. H. Kimball, Civil Engineer, hereby certify that this map is a correct representation of the land platted, and that permanent reference monuments have been placed as required by law.

Wm. H. Kimball
Civil Engineer.

SEAL

Approved January 4, 1926
D. E. Helton
J. W. Moore
W. K. McLaughlin
County Commissioners

Filed December 18, 1925
D. M. Goodlum Clerk



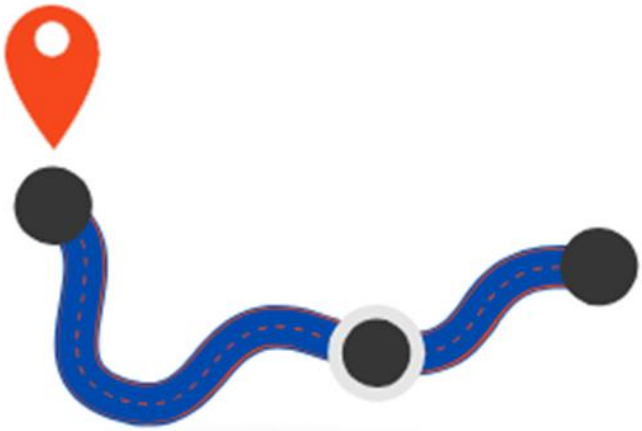
PLAT OF VALPARAISO REALTY COMPANY'S PINE CREST ADDITION TO VALPARAISO, FLORIDA.

SHEET NO. 1 SUBDIVISION NO. 5265

SCALE - 1 IN. = 200 FT. OCTOBER 1, 1925

PINE CREST Addition to VALPARAISO

Pg 1 - 48



CITY OF NICEVILLE SAFE STREETS ACTION PLAN

2024

Dear Members of the Community,

Since 2014, 14 people have been killed and 284 people have suffered incapacitating injuries in traffic collisions within the City of Niceville and nearby areas. We know from Statewide statistics that, pedestrians, bicyclists and motorcyclists are much more likely to be killed or seriously injured in a crash than those traveling in an automobile. We are also finding that our youth and senior populations may be disparately impacted. Fatal and severe traffic collisions are preventable. Safe Streets Niceville is focused on making the roadways in our City safer for everyone, no matter how they travel.

We recognize that people make mistakes and our transportation system should be designed to minimize the consequences of these errors.

This Safe Streets Niceville Action Plan is based on a data-driven analysis to identify a High Injury Network and Hot Spot locations. It includes a toolbox of engineering countermeasures and has non-engineering countermeasures, like education and enforcement.

The City recognizes that this requires a significant commitment from our organization, but also our partners. In developing this Action Plan, we considered input from citizens, the school district, law enforcement, emergency services, and our regional transportation planning organization to incorporate input from a wide range of stakeholders impacted by this serious problem in our community. This Action Plan provides a path for the City and its partner agencies to work towards zero deaths and injuries by 2045. I hope you'll join us in this critically important mission!

Mayor Daniel L. Henkel

Chair, Safe Streets Niceville Task Force

RESOLUTION NO. 24-04-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, ADOPTING A GOAL TO REDUCE TRAFFIC-RELATED FATALITIES AND SERIOUS INJURIES IN THE CITY; SUPPORTING THE CREATION AND IMPLEMENTATION OF THE SAFE STREETS NICEVILLE ACTION PLAN; PROVIDING FOR CONFLICTS AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, statics show that, tragically, that 4 people were killed and 24 people were seriously injured in traffic-related accidents during 2023 in Niceville, (the "City"); and

WHEREAS, statistics show that, tragically, 5 serious injuries during 2023 where bicycle and pedestrian related; and

WHEREAS, minority and low-income communities face a disproportionate risk of serious injuries and fatalities in connection with traffic-related accidents; and

WHEREAS, the City of Niceville, Florida (the "City") strongly believes that fatalities and serious injuries caused by traffic-related accidents are unacceptable and a serious public safety issue that necessitates public action; and

WHEREAS, providing safe and reliable transportation is a priority for the City; and

WHEREAS, the City recognizes that traffic fatalities and serious injuries are preventable and not inevitable, and commits to working collaboratively with the County, and partner transportation agencies to identify and implement projects and programs that reduce the potential for serious traffic injuries and fatalities in our community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NICEVILLE, FLORIDA, THAT:

Section 1. The above recitals are true, correct, and incorporated by reference as the findings of the City Council as if set forth fully herein.

Section 2. The City of Niceville supports the creation and implementation of the Niceville Safe Streets Action Plan and a "Vision Zero" goal, which commits to a goal of zero deaths and serious injuries in the City by the year 2055.

Section 3. The City will create a Safe Streets Niceville Working Group (as shall be established under the Safe Streete Niceville Action Plan) to: (i) coordinate safety improvements, (ii) advance local priorities that will make streets safer for the traveling public, (iii) access technical assistance, and (iv) support in reducing, and ultimately eliminating, fatal and serious injury collisions.

Section 4. All resolutions or part of resolutions in conflict with any of the provisions of this Resolution are hereby superseded and repealed to the extent of such conflict.

Section 5. This Resolution shall become effective upon adoption and approval in accordance with the City Charter.

ADOPTED in regular session this 9th day of April, 2024.

Daniel Henkel
MAYOR

ATTEST:

Daniel J Doucet
CITY CLERK

Introduction and Executive Summary

Introduction

Since the year 2014, 14 people have been killed and 284 people have suffered incapacitating injuries in traffic collisions within the City of Niceville and nearby areas. Unfortunately, the rate of serious injuries continues to climb and in 2023, 4 people were killed on our roadways -well above the previous year's average of one death per year. This is a plan of action to eliminate these unnecessary deaths and injuries within the City of Niceville and some of its surrounding areas. To accomplish this, data on crashes is provided to identify the areas where serious crashes are occurring. These areas make up the high injury network (HIN) of roadways and intersections where people are losing their lives or becoming seriously injured. This Plan is based on a Vision Zero approach, with strategies identified to work towards eliminating deaths and injuries.[1]

Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, law enforcement officials, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that there are many factors that contribute to safe mobility—including roadway design, speeds, enforcement, behaviors, technology, and policies—and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

Executive Summary

Leadership Commitment and Goal Setting

In early April of 2024, the Niceville City Council adopted Resolution 24-04-01 setting a Vision Zero goal for the City by the year 2055. Mayor Daniel Henkel also serves as the Chairman of the Safe Streets Niceville Task Force, with traffic safety identified as one of his target issues.

Planning Structure

The Safe Streets Niceville Task Force has been established and tasked with the development, implementation, and monitoring of this Plan. This Task Force is led by Mayor, Daniel Henkel and consists of representatives from the Okaloosa County School Board, the City of Niceville Fire Department, the Niceville Police Department, and representatives from City Administration, Geographic Information Systems (GIS), Public Works, Grants Management, Engineering, Community Redevelopment Agency, and Planning. Plans for this Task Force include, local business owners and the City of Niceville Youth Advisory Council.

Safety Analysis

The high injury network (HIN) for the City of Niceville and nearby areas consists primarily of College Boulevard, Hwy 85, Palm Boulevard, Cedar Avenue and State Road 20 (John Sims Pkwy).

[1] Institute of Traffic Engineers - https://toolkits.ite.org/visionzero/

State Road 20 (John Sims Pkwy) is by far the highest injury facility within the City. The high injury network (HIN) is identified on Maps 3 through 6 for various road users including automobile drivers, pedestrians and bicyclist.

In addition to the identification of the high injury road network, several high injury intersections have been identified as follows:

- College Boulevard and SR 85
- SR 85 and SR 20 (John Sims Pkwy)
- SR 20 (W John Sims Pkwy) and Government Avenue (SR 85)
- Cedar Avenue and SR 20 (John Sims Pkwy)
- Cedar Avenue and SR 285 (Partin Drive)
- Palm Boulevard and SR 20 (John Sims Pkwy)
- Palm Boulevard and SR 285 (Partin Drive)

Engagement and Collaboration

This Plan builds on the work of several Nation and State level initiatives, including the U.S. Department of Transportation's Safe Systems Approach and the Florida Department of Transportation's Target Zero initiative. This Plan is also intended to work cohesively with the Safe Streets Action Plan currently being developed by the Okaloosa Walton Transportation Planning Organization through a "Safe Streets for All" implementation grant (Federal Highway Administration). This lager regional Action Plan will identify some of the same high injury network roads that are identified herein, specifically the higher volume, higher speed State road facilities. This larger regional action plan should provide recommendations for the City's high injury network that are consistent and compatible with the recommendations of the City's Plan through coordination and collaboration. It is intended that this Plan will "inform" this larger regional plan and aid in coordination of State and Okaloosa County efforts.

Equity Considerations

For the City of Niceville, this means:

- ✓ Addressing the needs of ALL members of our population, including younger people, aging populations, and our disabled population;
- ✓ Ensuring that employees and parents from surrounding areas can safely travel through and around the City of Niceville to employment and schools;
- ✓ Encouraging safe walking and biking to help with cost burdens; and
- ✓ Encouraging affordable housing close to employment and education centers through infrastructure development.

Policy and Process Changes

This Plan includes the following recommended policy and process changes:

- ✓ Adopt a Complete Streets Policy and Approach
- ✓ Carrying out Speed Management Strategies
- ✓ Prioritization of Low-Cost Safety Treatments

Strategy and Project Selections

This Plan includes the following recommended strategies:

- ✓ Perform road safety audits for the HIN, particularly SR 20
- ✓ Support and create safe driving campaigns with students
- ✓ Continuing to make sidewalk and bike network improvements
- ✓ Enhancing Transit
- ✓ Creating Safe Routes to School
- ✓ Education Initiatives
- ✓ Data Collection, Monitoring and Analysis

In addition, the Plan recommends the following projects for funding as funds become available:

SR 20 / Government Avenue (SR 85) Intersection – Recommend intersection safety audit and access study. This intersection has been identified as a high injury intersection. Such audit or intersection study should consider innovative design changes, improved delineation, and advanced warning.

Cedar Avenue from 21st Street to College Boulevard – Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College, a growing college campus.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Cedar Avenue between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Palm Boulevard from Bayshore Drive to College Boulevard - Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Special consideration should be given to the intersections of Palm and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Palm Boulevard between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Crossings Boulevard Connector – Recommend construction of the "missing link" in the alternative route to SR 20 that extends from Rocky Bayou Drive to Palm Boulevard. This would include a new two-lane road with multi use path and traffic circle at Juniper Avenue. This roadway is a parallel facility to SR 20, alleviating local traffic on SR 20. SR 20 has been identified as the facility within the City that has the highest injury rate. This parallel facility is prioritized for walking, biking and local access removing trips from the most dangerous HIN roadway, SR 20.

Bayshore Drive from SR 20 to 11th Street – Recommend complete streets improvements to include bike and pedestrian facility improvements. This route links large residential areas with the CRA.

Progress and Transparency

The City has created a webpage related to this Plan and will update this Plan annually to report progress on strategies and outcomes. Each of the identified strategies contain performance measures for the purposes of analyzing success. The City of Niceville Safe Streets Task Force will meet as necessary, but at least annually to update this Plan or discuss potential projects and progress.

About the City of Niceville

Military Community

The City of Niceville along with its sister cities, the City of Valparaiso, the City of Crestview, the City of Freeport, and the City of Fort Walton Beach are bedroom communities to two very large Air Force bases, Eglin AFB and Hurlburt Field AFB. These military installations have an estimated economic impact of $9.2 billion and support almost 74,000 jobs in Okaloosa County. Eglin AFB is the largest base in the world encompassing over 724 square miles of land across three counties, 134,000 square miles of overland air space, and hosts multiple military service units and the Eglin Gulf Test and Training Range[2]. According to a recent housing study conducted by the consulting firm TPMA, the shortfall of suitable housing for military members in Okaloosa County increased by 67% between the years 2009 and 2022[3]. It is estimated that approximately 26% of the population in the Niceville/Valparaiso area are either active duty or retired military[4].

Transportation HUB

The main transportation corridors that feed into and move people around the City are SR 293, SR 285, Hwy 85, and SR 20, College Boulevard, Forest Road, Rocky Bayou, Bayshore Drive, Palm Boulevard, and Cedar Avenue (Map 1). These corridors bring workers and goods

EGLIN-HURLBURT COMMUNITY, FLORIDA
GREAT AMERICAN DEFENSE COMMUNITIES

The Economic Development Council of Okaloosa County nominated the Eglin/Hurlburt community for consideration as an inaugural designee of this prestigious award. With demonstrated long-standing and unwavering support and innovative initiatives benefiting military personnel and families, the Eglin-Hurlburt Community received the Great American Defense Community designation. Community evaluation criteria included:

- Community Building and Integration: provides an environment in which service members, their families and veterans are welcomed and integrated into the community fabric
- Support and Collaboration: has a formal military-community support organization that includes advocates from local governments, non-profit organizations and area businesses to form installation-community partnerships that enhance services to service members, their families and veterans
- Educational and Employment Opportunities: provides a wide range of job opportunities for
  - service members and their families; and ensures quality educational opportunities for military children, spouses, service members and veterans
- Family Support: offers a range of support to service members and their families before, during and after deployments, and as they transition from the military.

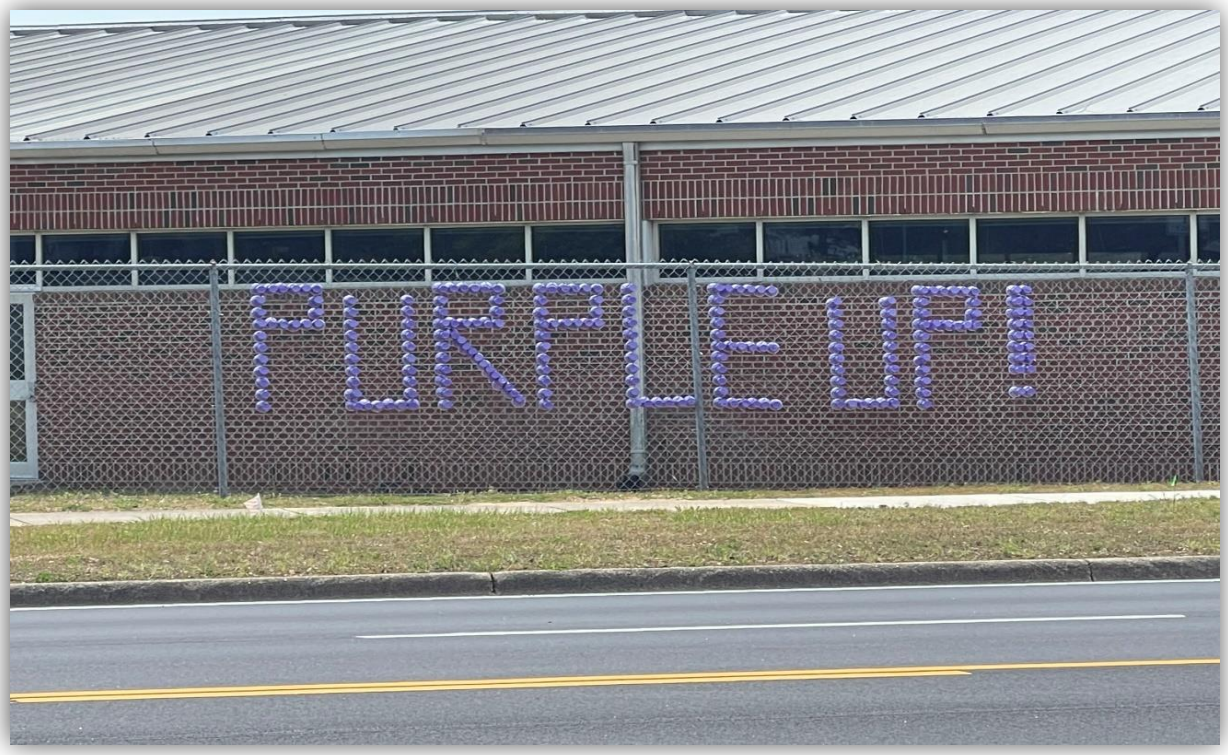
Source: https://florida-edc.org/military-support/defense-support-initiatives-committee#DSI

[2] Florida Military and Defense Economic Impact Summary, 2022. Enterprise Florida.
[3] Attainable Workforce Housing Strategic Plan, Okaloosa County, March 2024. TMPA Inc.
[4] US Census Bureau

from surrounding areas through the City of Niceville to Eglin Air Force Base. SR 20 is a four-lane facility and SR 285 is also four lanes (Partin Drive) partially within the City limits- before narrowing to a two-lane facility as it travels north through the Eglin AFB range to Interstate 10 and US Highway 90.

Divided City

SR 20 (John Sims Parkway) serves not only as a major transportation corridor, but as a dividing feature. The roadway is high speed and high volume, making it inhospitable for walking and biking. Crossing on foot or by bicycle is dangerous. There is one pedestrian overpass located at Niceville High School that is used during peak times associated with school functions but is underutilized by the general public due to its landing on school property. SR 20 cuts off the southern portion of Niceville from civic and educational uses and cuts off the northern portions of the City off from waterfront uses including what was once the City's historic downtown. While the City has invested heavily in sidewalk facilities, this barrier high speed "stroad" still represents a significant safety and connectivity challenge.



Ruckel Middle School displays support on Partin Drive for wearing purple during the Month of the Military Child

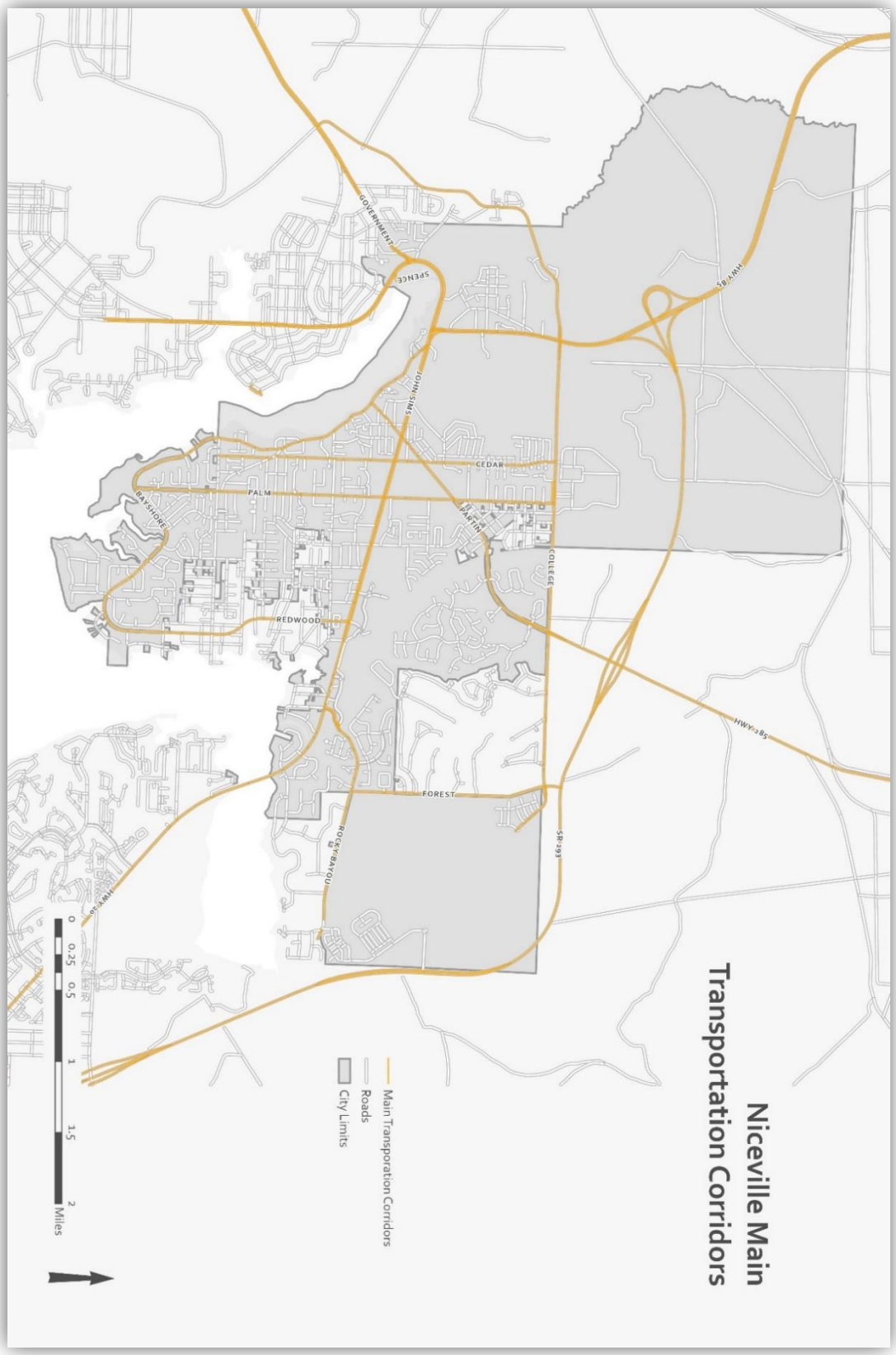
Okaloosa County Transit

Transit in the City of Niceville is provided by EC Rider (Map 2), which offers reduced fare options for elderly and disabled riders. Several agencies sponsor customer transportation needs, paying all or most of the cost. For those who are not sponsored, the Florida Commission for the Transportation Disadvantaged (CTD) provides cost-sharing assistance for qualified individuals[5]. Service operates seven days per week during the daytime hours. In compliance with Code of Federal Regulations 49 CFR Part 37, EC Rider's Dial-A-Ride Program (Paratransit Service) is available to Individuals with disability who are unable, as the result of physical or mental impairment, and without the assistance of another individual, to board, ride, or disembark public transportation for access to life sustaining activities, healthcare, employment, education, shopping, leisure, recreation, or general ventures.

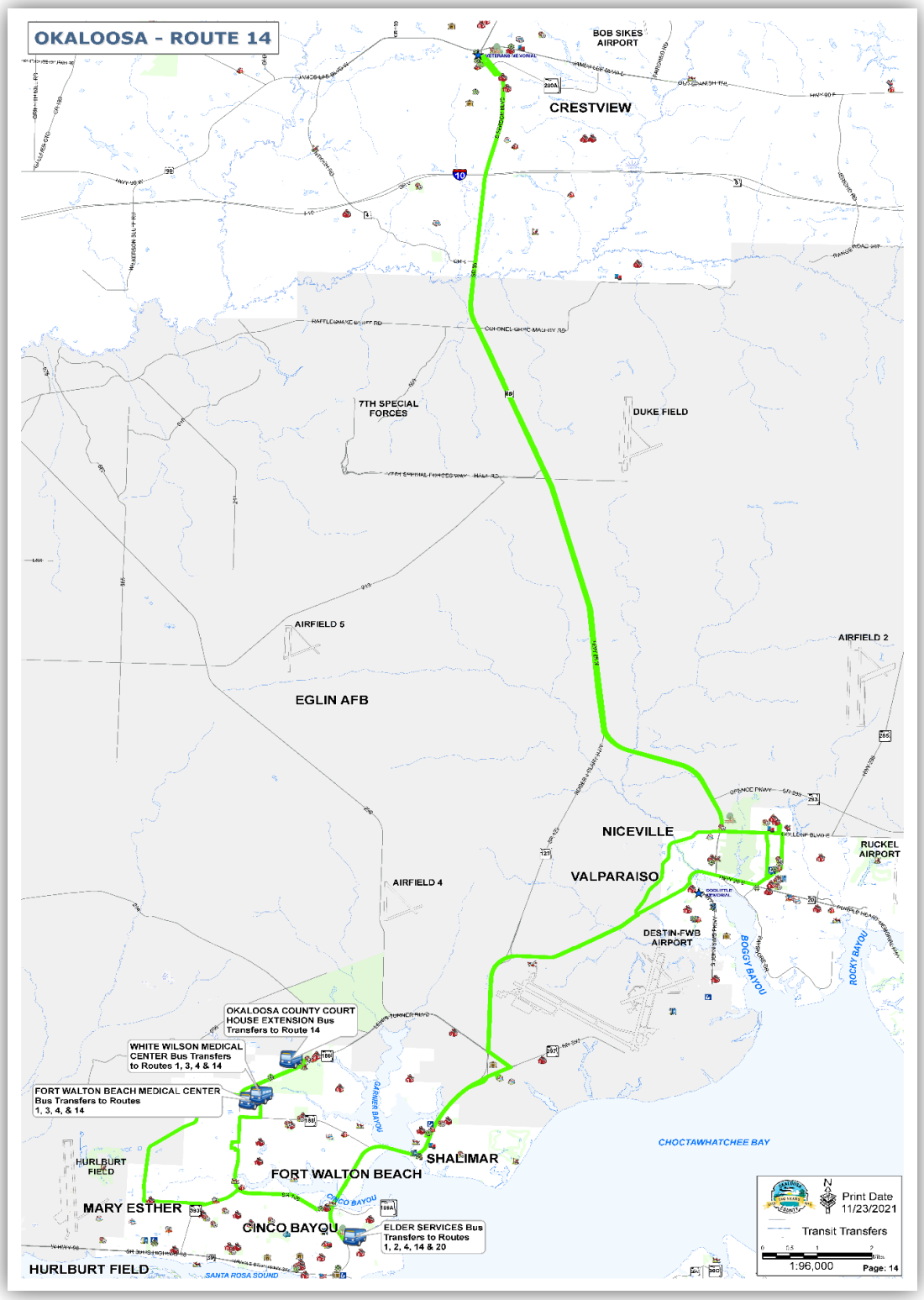
- Persons with disabilities, either physical or mental, preventing independent transportation Individuals who are economically disadvantaged (Transportation Disadvantaged Program Only)
- Children before their 18th birthday and adults over 60 (Transportation Disadvantaged Program Only)
- Reside within Okaloosa County limits (Transportation Disadvantaged Program Only)[6]

[5] Okaloosa Walton TPO 2045 Long Range Transportation Plan
[6] Emerald Coast Rider https://www.ecrider.org/dial-a-ride/

MAP 1


Niceville Main
Transportation Corridors
Main Transportation Corridors
Roads
City Limits
0
0.25
0.5
1
1.5
2
Miles
GOVERNMENT
SPENCE
JOHNSTON
CEDAR
PALM
BAYSHORE
PARTIN
COLLEGE
REDWOOD
FOREST
ROCKY BAYOU
HWY 85
HWY 20
SR 393

MAP 2



MAP 2: Okaloosa County, https://www.ecrider.org/routes/route-14/

PLANNING STRUCTURE

Safe Streets Niceville Task Force

The Safe Streets Niceville Task Force has been established and tasked with the development, implementation, and monitoring of this Plan. This Task Force is led by Mayor, Daniel Henkel and consists of representatives from the Okaloosa County School Board, the City of Niceville Fire Department, the Niceville Police Department, and representatives from City Administration, Geographic Information Systems (GIS), Public Works, Grants Management, Engineering, Community Redevelopment Agency, and Planning. Plans for this Task Force include, local business owners and the City of Niceville Youth Advisory Council.

Members of the Safe Streets Niceville Task Force Meet at Niceville City Hall

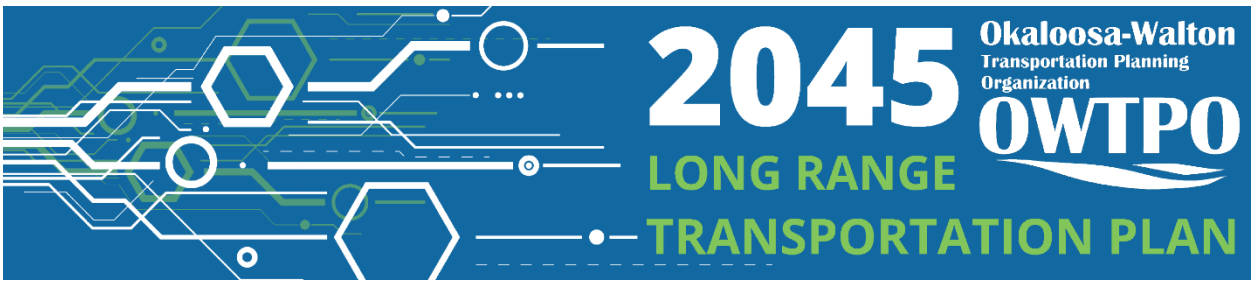
ENGAGEMENT AND COLLABORATON

This Plan, is one of many implementation steps necessary to achieve a vision zero goal along with other local, regional, and national efforts. For example, the Florida Department of Transportation, included strategies identified in the Florida Strategic Highway Safety Plan that introduces the Safe System Approach which is promoted by the Federal Highway Administration and described in more detail later in this Plan. This statewide plan thinks beyond the traditional approaches or four "E's" of Engineering, Education, Enforcement and Emergency response to include the four "I's"… information intelligence, Innovation, Insight into communities, and Investments and policies.

More and more local governments across the nation are increasingly taking the pledge to become Vision Zero communities. The City of Niceville is not alone in the challenge to eliminate all fatal and serious injury collisions, and resources are widely available. The following describes some of these efforts that inspired this Plan. These efforts also inform the recommended strategies found later in this Plan.

Regional Planning Efforts

This Plan is intended to work cohesively with the Safe Streets Action Plan currently being developed by the Okaloosa Walton Transportation Planning Organization through a Safe Streets for All Program Implementation Grant (Federal Highway Administration). This lager regional Action Plan will identify some of the same high injury network roads that are identified herein, specifically the higher volume, higher speed State road facilities. This larger regional action plan should provide recommendations for the City's high injury network that are consistent and compatible with the recommendations of the City's Plan through coordination and collaboration. It is intended that this Plan will "inform" this larger regional plan.



The City of Niceville participates in the Okaloosa Walton Transportation Planning Organization, with one City Councilman appointed to this Board and City staff appointed to the Technical Coordinating Committee. The Okaloosa Walton Transportation Planning Organization's 2045 Long Range Transportation Plan, envisions a transportation network that provides safe multimodal transportation options for all residents and visitors to Okaloosa County.

During the last Long-Range Transportation Plan major update process in 2022, Niceville citizens participated in surveys and participated as members of the Citizens Advisory Committee (CAC). This overall public input resulted in the capacity project on SR 285 from I-10 to SR 293 (A-152), being added in response to public concern for safety of drivers and bicyclists travelling along SR 285 due to lack of passing opportunities.

Results of the public outreach conducted during this time are summarized below. Public participant rating of project importance was nearly equal for five categories. While traffic and congestion remain top concerns in the region, undoubtedly due to the regions high volume of seasonal visitors in part, complete streets, bike/ pedestrian facilities, and transit are increasingly seen as important.

- Complete Streets (23%)
- Bicycle and Pedestrian Improvements (23%)
- Capacity (19%)
- Intersections (18%)
- Transit (17%)
- The most reported transportation concern for the TPO region over the next 20 years was “Increased traffic/congestion/delay” (44%)

County Planning Efforts

Okaloosa County is currently working towards implementation of a Mobility Plan. It is intended that the projects identified within this Plan be consistent and compatible with this County planning effort. City and County coordination is key on this important vision zero approach as systems and jurisdictional boundaries are interrelated.

State of Florida Target Zero Behavioral Approach

FDOT Target Zero is a statewide initiative to reduce the number of transportation-related serious injuries and deaths across Florida to zero, Target Zero builds upon the Vision Zero goal by focusing on influencing dangerous driver ***behaviors*** before serious and fatal crashes occur.

Target Zero aligns resources and establishes actions for all safety partners to take evolutionary steps to improve how Florida connects, interacts, plans, designs, operates, and maintains its transportation system.

Through this program, FDOT has created music playlists to help driver’s relax during commutes or “vibe out” when encountering a stressful drive. The program also shows drivers how to use the auto-replay feature on their smartphones so that they can turn on “do not disturb” with style.

The program has created a plethora of do not disturb messages that are fun and include tones and emotions. The program even has shareable memes and shareable images such as those included below.

Images courtesy of the Florida Department of Transportation Target Zero Program

National Planning and Design Efforts

U.S. DOT Safe Systems Approach

The U.S. Department of Transportation has adopted a Safe Systems approach, as a method to address roadway safety.

This approach incorporates several key principles:

- *Humans make mistakes.* People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- *Humans are vulnerable.* Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- *Responsibility is shared.* All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- *Redundancy is crucial.* Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people[7].

[7] U.S. Department of Transportation - https://www.transportation.gov/NRSS/SafeSystem

According to the Federal Highway Administration, "The Safe System Approach is being applied with great success in a growing number of nations and cities around the world and has now taken hold in the United States. The Safe System Approach has origins in Sweden through its Vision Zero program and with the Sustainable Safety program in the Netherlands. These early adopters experienced impressive decreases in road traffic fatalities—each with at least a 50-percent reduction in fatalities between 1994 and 2015. The concept has spread to other countries in Europe and beyond with notable success in Australia and New Zealand"[8].The key principles and elements of a Safe System approach, as defined by the Federal Highway Administration (FHWA), are presented on Figure 1.

Figure 1

Source: U.S. Department of Transportation

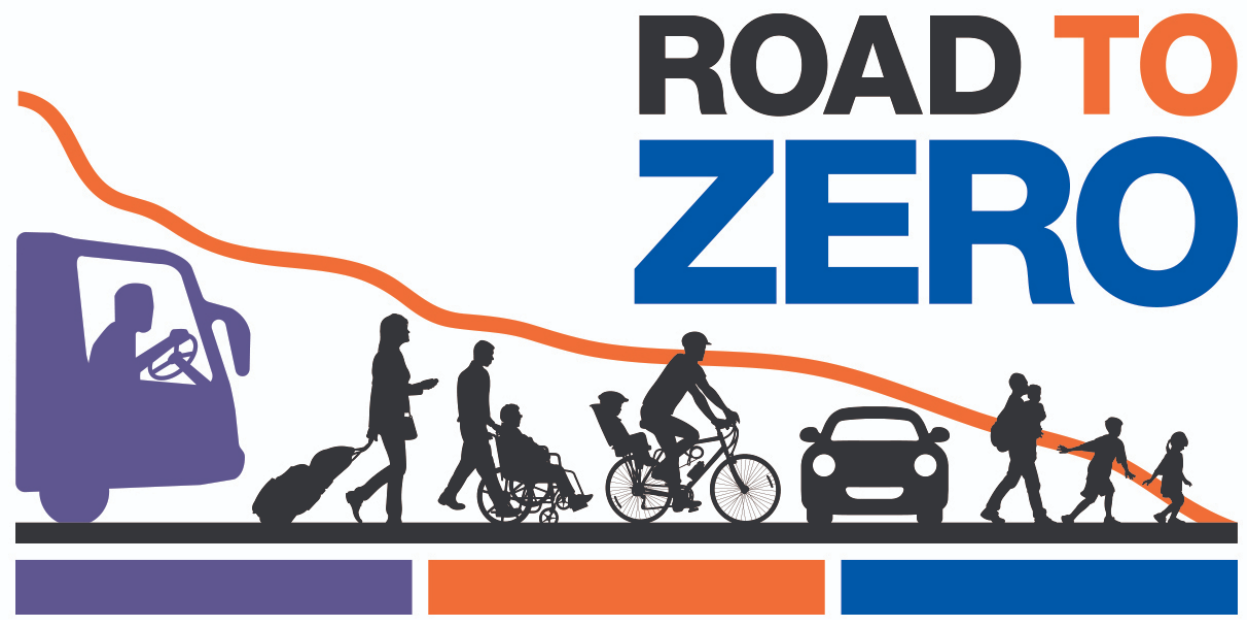
[8] U.S. DOT Federal Highway Administration: Making Our Streets Safer through a Safe System Approach by Mark Doctor and Chimai. Winter 2022. Ngo. https://highways.dot.gov/public-roads/winter-2022/01

National Safety Council Road to Zero

The National Safety Council's Road to Zero Coalition, released a comprehensive report laying out strategies to end roadway deaths in the U.S. by 2050. This report identified three main initiatives:

1) Double down on what works through proven, evidence-based strategies;
2) Advance lifesaving technology in vehicles and infrastructure; and
3) Prioritize safety by adopting a safe systems approach and creating a positive safety culture.

This important work in ongoing, the 2023 Road to Zero annual meeting was held in February at the National League of Cities in Washington, D.C. The meeting connected Road to Zero members, who heard from leading experts in traffic safety and were inspired by innovative case studies, new research and advances in policy. Members also received updates on the Coalition's Working Groups and learned how to better engage with the Coalition in 2023. The Road to Zero coalition has developed a "Doubling Down on What Works Clearinghouse" which includes speed management as one of the seven topic areas [9]



Source: National Safety Council

[9] https://www.nsc.org/roadtozero

American Association of State Highway and Transportation Officials (AASHTO) and Towards Zero Deaths (TZD)

Towards Zero Deaths (TZD) is a national strategy that advocates for highway safety strategies for eliminating serious injuries and deaths on our nation's roadways. The strategy calls for all stakeholders to champion the idea that one death on our nation's roadways is too many, and we must all work together to bring the annual number of roadway deaths down to zero. The National Strategy document is AASHTO's official strategic highway safety plan (SHSP).
TZD emphasizes six key areas:

- ✓ Safe Drivers and Passengers – emphasizes driver behavior with the understanding that being unbuckled, driving while impaired, using hand held devices, age of driver, and speeding can be significant sources of driver error that contributes to up to 94% of crashes;
- ✓ Safer Vulnerable Users – pedestrians, bicyclists, and motorcyclist are vulnerable users that lack physical protection;
- ✓ Safer Vehicles – vehicle technologies and help prevent and lessen the severity of crashed
- ✓ Safer Infrastructure – roadway changes must consider all users and how they interact with the roadway and safety should be a consideration throughout design processes;
- ✓ Enhanced Medical Services – EMS must partner in a comprehensive system and we must focus on the technologies and systems necessary to advance collaboration and save lives;
- ✓ Improved Safety Management – focusing on how to better collaborate and use data [10]

> "One person dies every 16 minutes in a traffic crash in our country. Over a lifetime, nearly everyone is touched by consequences of traffic crashes. Toward Zero Deaths is the highway safety vision for the United States. It is the only acceptable target." (National Strategy on Highway Safety)

Institute of Traffic Engineers (ITE)

In 2016, the Institute of Traffic Engineers (ITE) created a Vision Zero Committee for the purposes of advancing Vision Zero concepts and implementation. The following information was developed by the ITE and explains how a Vision Zero safety approach is different from traditional practice.

According to ITE, "Vision Zero acknowledges that traffic deaths and severe injuries are preventable and sets the goal of eliminating both in a set period with clear, measurable

[10] https://www.towardzerodeaths.org/

strategies. This is a major shift for most North American communities by establishing clear accountability to ensure safe mobility. History has shown, with campaigns to reduce drunk driving and initiatives to increase recycling, that changing cultural attitudes and ensuring political accountability make a dramatic difference—and increase success. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, law enforcement officials, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that there are many factors that contribute to safe mobility—including roadway design, speeds, enforcement, behaviors, technology, and policies—and sets clear goals to achieve the shared goal of zero fatalities and severe injuries."[11]

ITE is working to train young engineers by sponsoring the first ever "Sandbox Competition" in 2020 on Urban Micro-mobility. In 2021, this competition focused on Vision Zero Data Analytics.[12]

Achieving the vision of eliminating deaths and serious injuries from the Nation's roads may seem daunting with traffic fatalities in the United States stubbornly remaining between 32,000 and 39,000 annually. (Source: U.S. DOT Federal Highway Administration, 2022)

[11]Institute of Traffic Engineers - https://toolkits.ite.org/visionzero/
[12] Institute of Traffic Engineers - https://www.ite.org/membership/sandboxcompetition/

SAFETY ANALYSIS

Existing Conditions and Historical Trends

This section presents an analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries within the City and its surrounding communities. For this Plan, City staff analyzed data from the Niceville Police Department as well as Signal Four Analytics (University of Florida GeoPlan Center) for comparison purposes. City Police report data was well correlated to the data provided by Signal Four Analytics as expected. This work focused on the period of time between calendar years 2017 and 2021 which is the specified analysis time frame for a Safe Streets 4 All grant, and including the years 2022 and 2023, for the purpose of identifying trends.

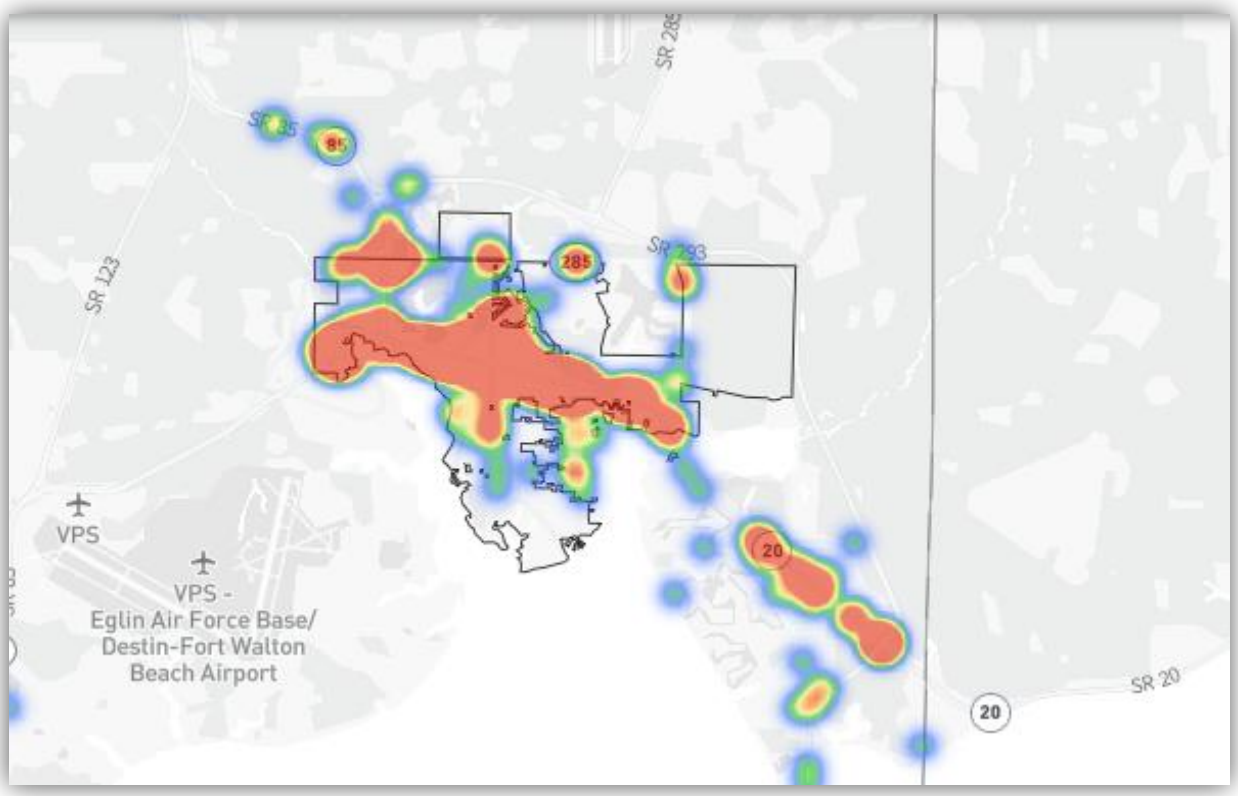


Figure 2: Death and Injury Heat Map (2017-2021) Showing the City Limits Highlights SR 20 Signal Four Analytics (University of Florid GeoPlan Center)

City of Niceville Crash Data for the Years 2017-2022

Figure 3: Overall Persons Data 2017-2012

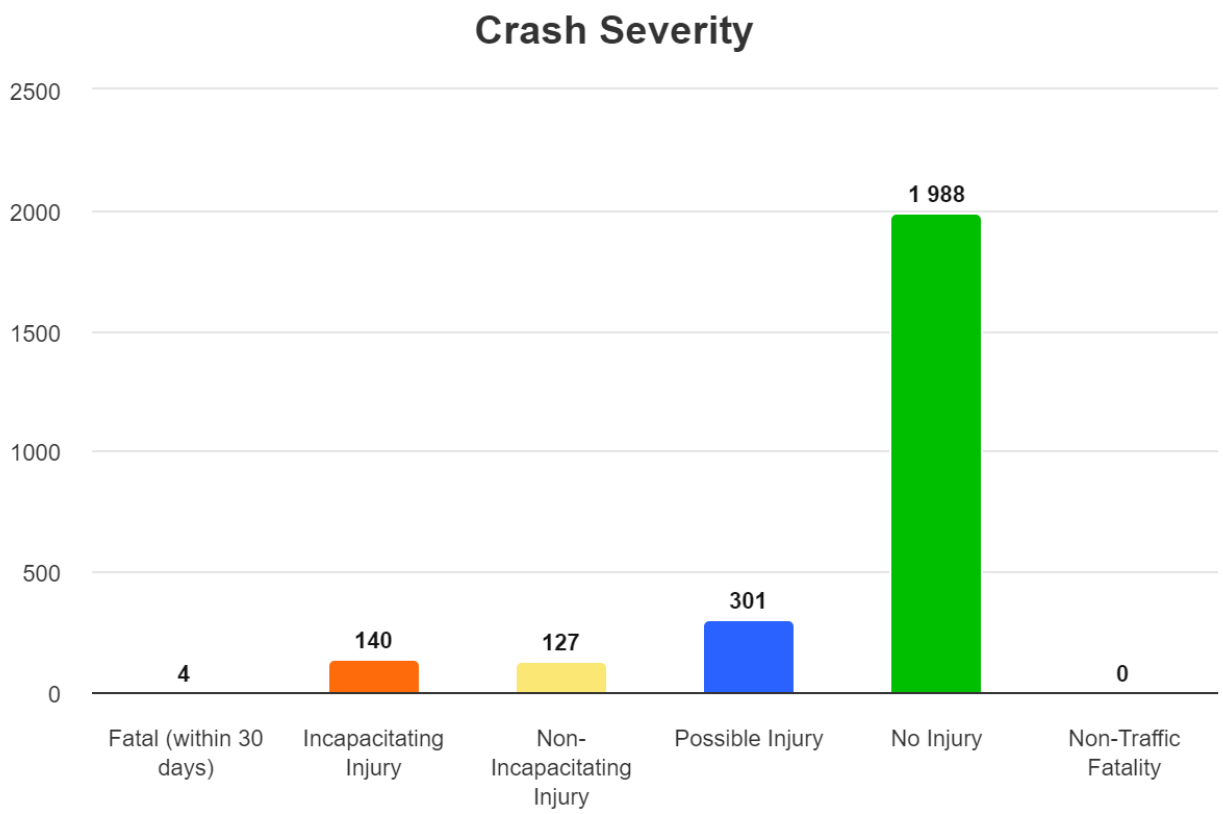


Figure 4: Involvement of Alcohol in Serious Crashes 2017-2021

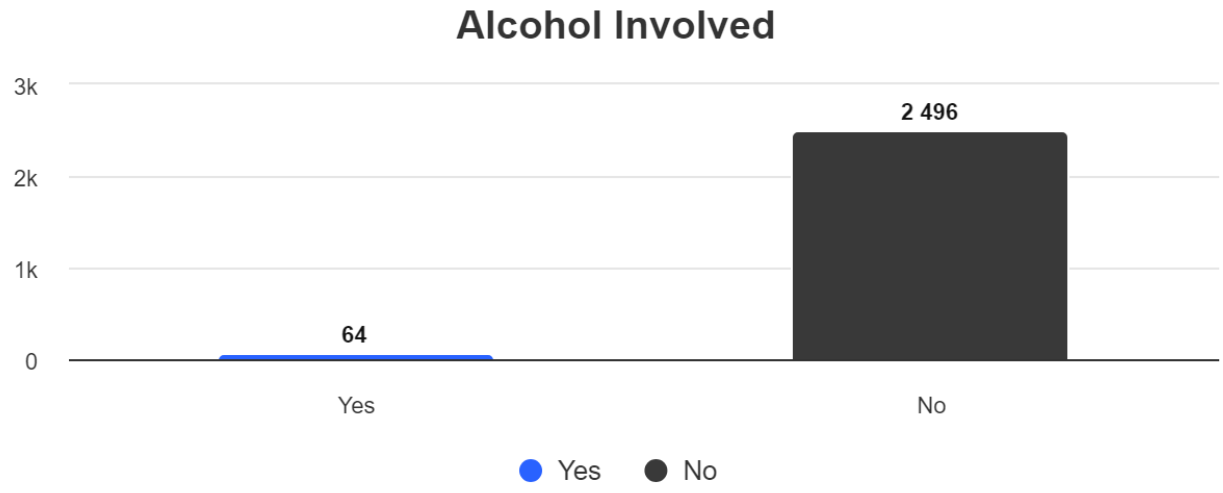
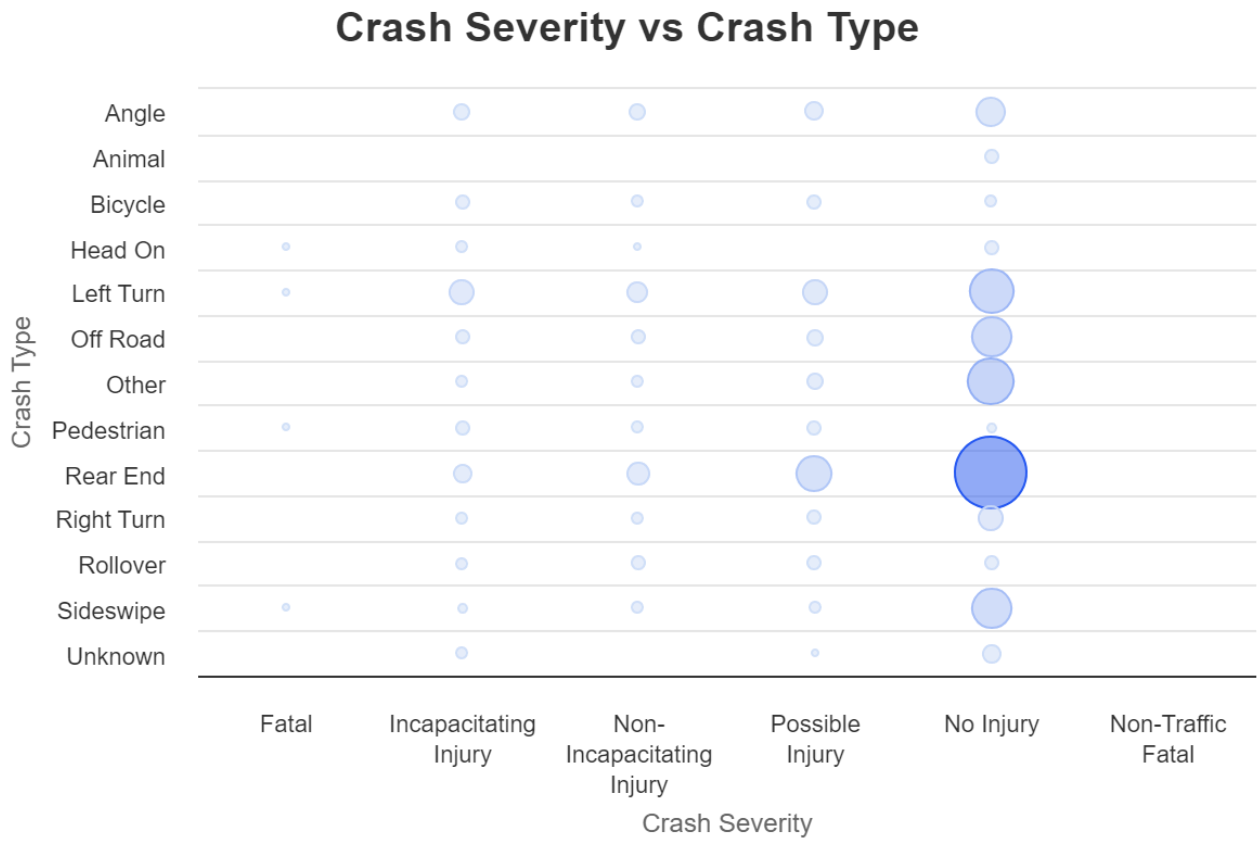


Figure 5- Crash Severity vs. Crash Type 2017-2021



For the calendar years 2017-2021 the majority of crashes tended towards no injury, however 4 persons were killed and 140 suffered incapacitating injury (Figure 3), alcohol does not appear to play a significant role in crashes (Figure 4) and most crashes occur during daytime hours (Figure 6). The data above (Figure 5) indicated left turn and rear end accidents are the most prevalent accident type resulting in serious injuries. Left-turn collisions occur when the person driving, or a vulnerable roadway user, is making a left-turn at an intersection.

Figure 6: Time of Crashes 2017-2021

The table below (Table 1) summarizes crash data for the years 2017-2021. Maps 2 and 3 provide this data graphically for the purposes of visually identifying the High Injury Network (HIN) based on data. During this time period there was one fatal bicycle accident and 7 additional accidents involving bicycles or pedestrians that resulted in incapacitating injuries, 4 of which were on Cedar Avenue and Palm Boulevard (Map 3). SR 20 remains, the most dangerous facility for both automobiles and other users.

For this dataset, non-Incapacitating injury means the number of persons in the crash who were injured, but did not require transport to a medical facility. Incapacitating injury means the number of persons who were injured and did require transport to a medical facility. Possible injury count means the number of persons in the crash who were possibly injured. The fatality count represents the number of persons in the crash who died as a result of injuries sustained in the crash, within 30 days of the crash. Crashes in the table below represents crash events whereas other data presented is persons (more than one person is typically involved in crash event).

Table 1: City of Niceville Crash Data Summary 2017-2021

	Total	Fatal Crashes	Serious Injury Crashes	Injury Crashes	Property Damage Crashes
Crashes	**2560**	4	140	428	1,988
Fatalities (Within 30 Days)	**4**	4	0	0	0
Persons with Incapacitating Injuries	**180**	3	177	0	0
Persons with Non-Incapacitating Injuries	**172**	0	20	152	0
Persons with Possible Injuries	**420**	0	29	391	0
Persons with No Injuries	**5501**	5	178	642	4,676

Source: Signal Four Analytics - University of Florida GeoPlan Center

The following table (Table 2) summarizes crash data for the years 2022-2023. Maps 5 and 6 provide data for this time period graphically. During this time bicycle and pedestrian accidents resulted in 7 incapacitating injuries and 8 non-incapacitating injuries, 4 of which occurred on Cedar Avenue and Palm Boulevard (MAP 5). The accident rate involving bicycles and pedestrians more than doubled during this time period of two years when compared to the previously analyzed time period of five years (2017-2021).

Table 2: City of Niceville Crash Data Summary 2022-2023

	Total	Fatal Crashes	Serious Injury Crashes	Injury Crashes	Property Damage Crashes
Crashes	1,053	3	63	135	852
Fatalities (Within 30 Days)	5	5	0	0	0
Persons with Incapacitating Injuries	77	0	77	0	0
Persons with Non-Incapacitating Injuries	59	0	5	54	0
Persons with Possible Injuries	145	0	8	137	0
Persons with No Injuries	2,376	2	73	264	2037

In looking at historical trends for the same study area, the rate of serious injuries has increased steadily since 2014, see table and graph below. Over this same time period for the same study area fatalities have averaged around one per year, with the exception of 2023 which saw 4 fatalities. Graph 1 below shows the unfortunate trend upward for serious injuries by year since 2014 and Table 3 provides this same data including deaths per year since 2014.

Graph 1: Historical City of Niceville Serious Injury Summary Crash Data April 2024 through 2014

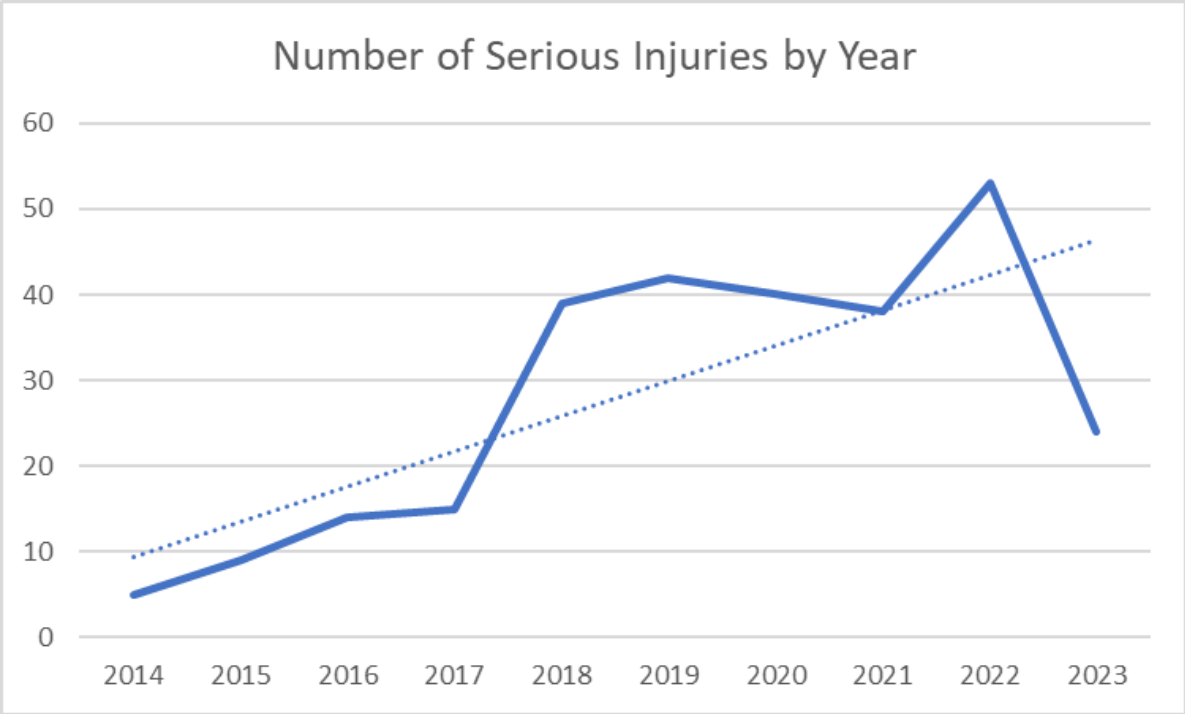


Table 3

Year	Total Crashes	Serious Injuries	Fatalities
Apr-24	95	5	0
2023	592	24	4
2022	609	53	1
2021	588	38	1
2020	470	40	1
2019	642	42	1
2018	677	39	0
2017	649	15	0
2016	548	14	2
2015	517	9	2
2014	430	5	2
TOTAL	**5817**	**284**	**14**

Source: Signal Four Analytics University of Florida GeoPlan Center

City of Niceville Speed Study Results

During August of 2023, All Traffic Data Services (ATD), conducted a four-day long speed study on John Sims Parkway (SR 20) near Niceville High School, Partin Boulevard (SR 285) near Ruckel Middle School, on SR 85, and on Palm Boulevard that runs in between both schools. All of these roadways have been identified as HIN roadways. As shown in the results below (Tables 4-6), on all four days approximately 70-80% of drivers exceeded the school zone speed limit by at least 11 miles per hour over the posted school zone speed limit.

Table 4

SR 85 SB						
8/28/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	6,855		749		6,106	
Violations	679	10%	510	68%	169	3%
Pass	6,176	90%	239	32%	5,937	97%
8/29/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	7,180		848		6,332	
Violations	695	10%	544	64%	151	2%
Pass	6,485	90%	304	36%	6,181	98%
8/30/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	7,382		826		6,556	
Violations	770	10%	560	68%	210	3%
Pass	6,612	90%	266	32%	6,346	97%
8/31/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	7,077		826		6,251	
Violations	684	10%	523	63%	161	3%
Pass	6,393	90%	303	37%	6,090	97%
TOTAL SB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	28,494		3,249		25,245	
Violations	2,828	10%	2,137	66%	691	3%
Pass	25,666	90%	1,112	34%	24,554	97%
SR 85 NB						
8/28/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	5,859		583		5,276	
Violations	122	2%	113	19%	9	0%
Pass	5,737	98%	470	81%	5,267	100%
8/29/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	6,017		599		5,418	
Violations	198	3%	193	32%	5	0%
Pass	5,819	97%	406	68%	5,413	100%
8/30/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	6,160		624		5,536	
Violations	231	4%	225	36%	6	0%
Pass	5,929	96%	399	64%	5,530	100%
8/31/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	6,136		624		5,536	
Violations	190	3%	225	36%	6	0%
Pass	5,946	97%	399	64%	5,530	100%
TOTAL NB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	24,172		2,430		21,766	
Violations	741	3%	756	31%	26	0%
Pass	23,431	97%	1,674	69%	21,740	100%
TOTAL NB + SB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	52,666		5,679		47,011	
Violations	3,569	7%	2,893	51%	717	2%
Pass	49,097	93%	2,786	49%	46,294	98%

Table 5

CW Ruckel MS - Palm NB						
8/28/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	4,131		441		3,690	
Violations	514	0	332	75%	182	5%
Pass	3,617	1	109	25%	3,508	95%
8/29/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	4,541		471		4,070	
Violations	546	12%	346	73%	200	5%
Pass	3,995	88%	125	27%	3,870	95%
8/30/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	4,345		419		3,926	
Violations	546	13%	330	79%	216	6%
Pass	3,799	87%	89	21%	3,710	94%
8/31/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	4,700		459		4,241	
Violations	439	9%	265	58%	174	4%
Pass	4,261	91%	194	42%	4,067	96%
TOTAL NB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	17,717		1,790		15,927	
Violations	2,045	12%	1,273	71%	772	5%
Pass	15,672	88%	517	29%	15,155	95%
CW Ruckel MS - Palm SB						
8/28/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	5,028		532		4,496	
Violations	545	11%	440	83%	105	2%
Pass	4,483	89%	92	17%	4,391	98%
8/29/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	5,416		590		4,826	
Violations	534	10%	468	79%	66	1%
Pass	4,882	90%	122	21%	4,760	99%
8/30/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	5,247		574		4,673	
Violations	566	11%	472	82%	94	2%
Pass	4,681	89%	102	18%	4,579	98%
8/31/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	5,558		614		4,944	
Violations	511	9%	436	71%	75	2%
Pass	5,047	91%	178	29%	4,869	98%
TOTAL NB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	21,249		2,310		18,939	
Violations	2,156	10%	1,816	79%	340	2%
Pass	19,093	90%	494	21%	18,599	98%
TOTAL NB + SB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	38,966		4,100		34,866	
Violations	4,201	11%	3,089	75%	1,112	3%
Pass	34,765	89%	1,011	25%	33,754	97%

Table 6

NICEVILLE HS EB						
8/28/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	15,434		1,638		13,796	
Violations	1,773	11%	1,374	84%	399	3%
Pass	13,661	89%	264	19%	13,397	97%
8/29/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	15,668		1,683		13,985	
Violations	1,429	9%	1,119	66%	310	2%
Pass	14,239	91%	564	34%	13,675	98%
8/30/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	16,139		1,698		14,441	
Violations	1,830	11%	1,492	88%	338	2%
Pass	14,309	89%	206	12%	14,103	98%
8/31/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	16,686		1,814		14,872	
Violations	1,939	12%	1,600	88%	339	2%
Pass	14,747	88%	214	12%	14,533	98%
TOTAL EB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	63,927		6,833		57,094	
Violations	6,971	11%	5,585	82%	1,386	2%
Pass	56,956	89%	684	10%	55,708	98%
NICEVILLE HS WB						
8/28/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	17,647		2,645		15,002	
Violations	3,179	18%	2,053	78%	1,126	8%
Pass	14,468	82%	592	22%	13,876	92%
8/29/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	17,080		2,338		14,742	
Violations	3,074	18%	1,852	79%	1,222	8%
Pass	14,006	82%	486	21%	13,520	92%
8/30/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	17,602		2,643		14,959	
Violations	3,130	18%	1,964	74%	1,166	8%
Pass	14,472	82%	679	26%	13,793	92%
8/31/2023	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	18,367		2,712		15,655	
Violations	3,558	19%	2,155	79%	1,403	9%
Pass	14,809	81%	557	21%	14,252	91%
TOTAL WB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	70,696		10,338		60,358	
Violations	12,941	18%	8,024	78%	4,917	8%
Pass	57,755	82%	1,828	18%	55,441	92%
TOTAL WB + EB	All Hours	%	School Hours	%	Non-School Hours	%
Vehicle Count	134,623		17,171		117,452	
Violations	19,912	15%	13,609	79%	6,303	5%
Pass	114,711	85%	2,512	15%	111,149	95%

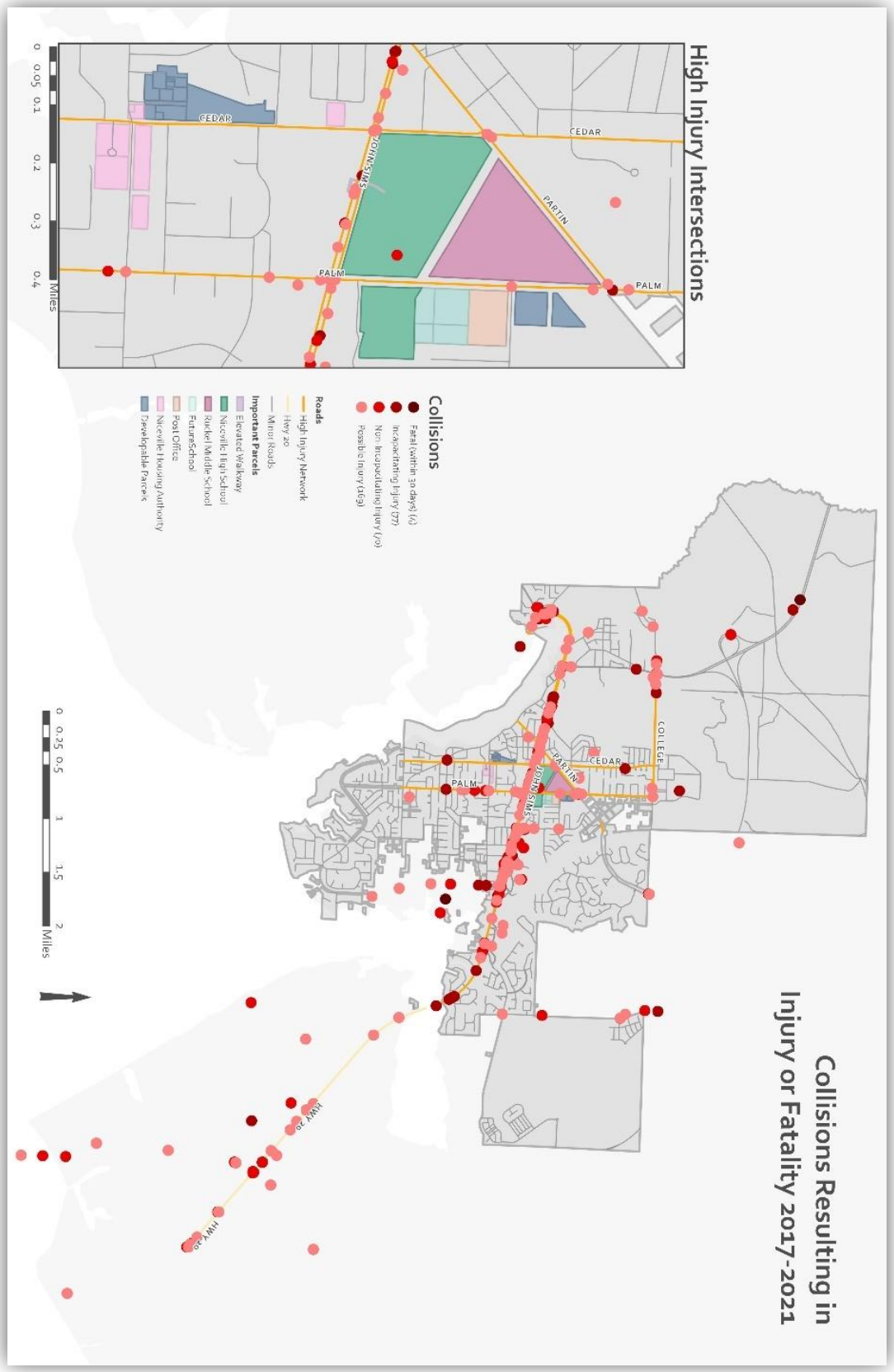
Identification and Geospatial Representation of the City's High Injury Network

The high injury network (HIN) for the City of Niceville and nearby areas consists primarily of College Boulevard, Hwy 85, Palm Boulevard, Cedar Avenue and State Road 20 (John Sims Pkwy). State Road 20 (John Sims Pkwy) is by far the highest injury facility within the City. The High Injury Network is identified on Maps 3 through 6 for various road users including automobile drivers, pedestrians and bicyclist.

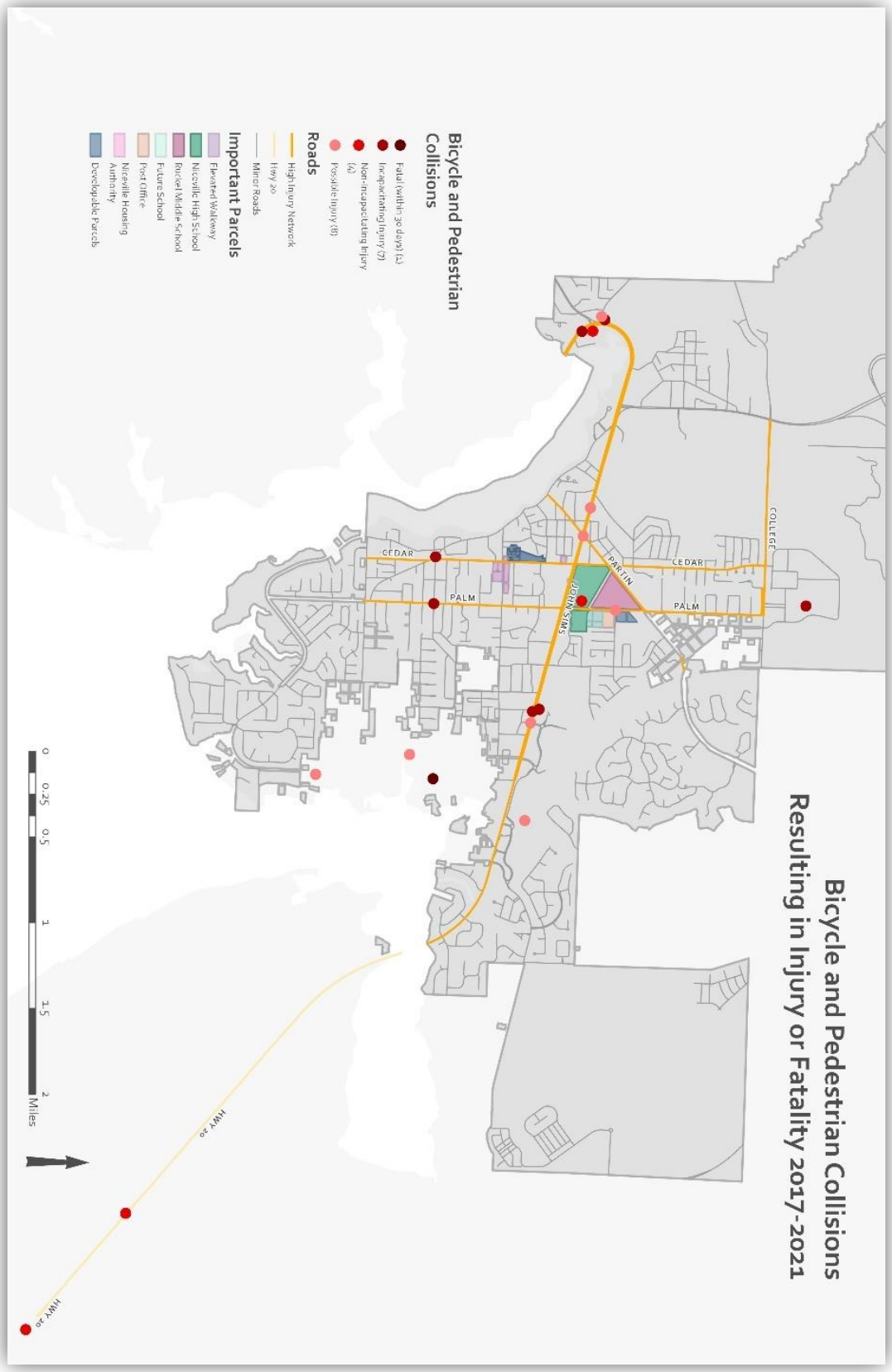
In addition to the identification of the high injury road network, several high injury intersections have been identified as follows:

- College Boulevard and SR 85
- SR 85 and SR 20 (John Sims Pkwy)
- SR 20 (W John Sims Pkwy) and Government Avenue (SR 85)
- Cedar Avenue and SR 20 (John Sims Pkwy)
- Cedar Avenue and SR 285 (Partin Drive)
- Palm Boulevard and SR 20 (John Sims Pkwy)
- Palm Boulevard and SR 285 (Partin Drive)

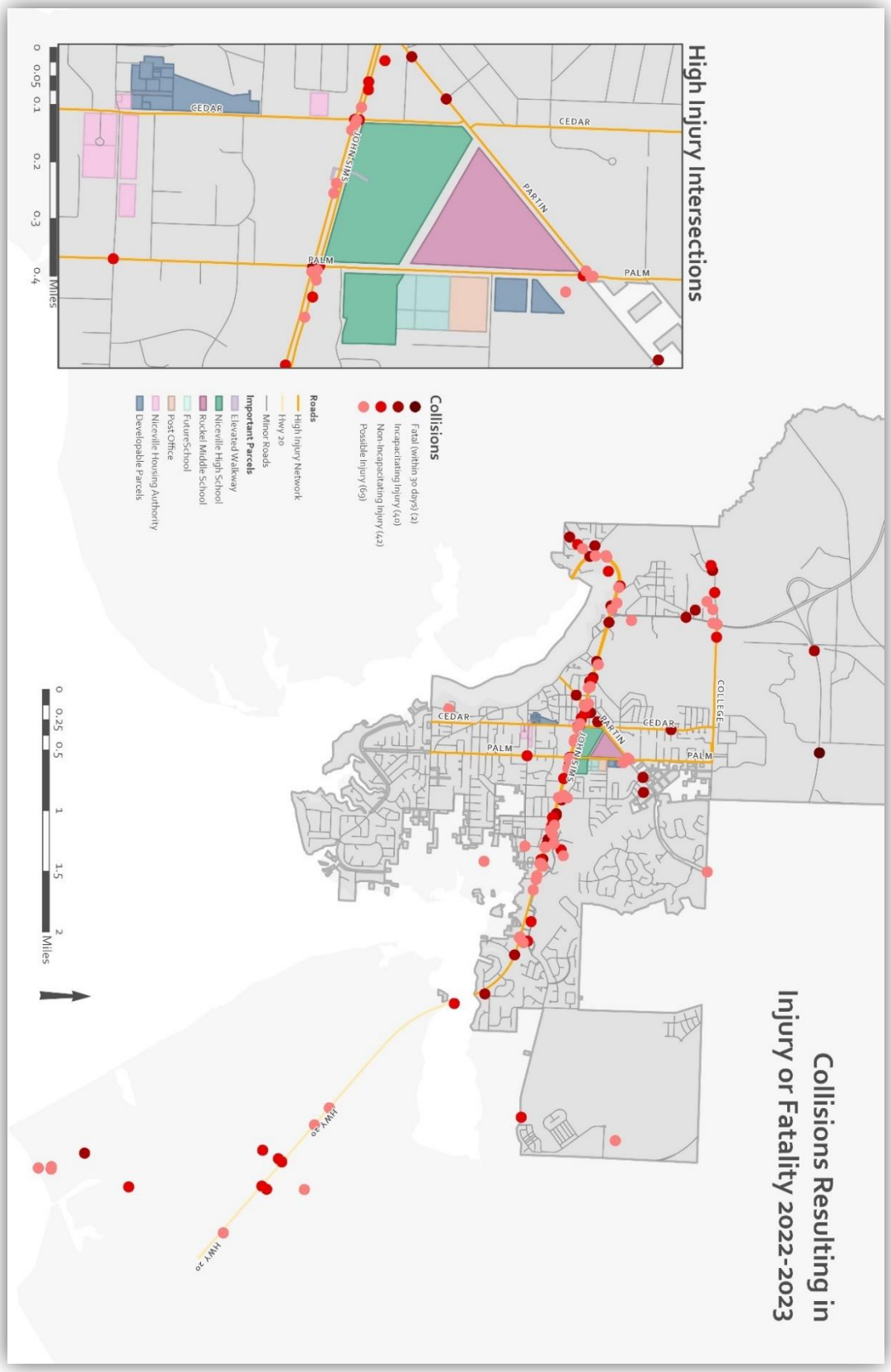
MAP 3


Collisions Resulting in Injury or Fatality 2017-2021
High Injury Intersections
CEDAR
PARTIN
JOHN SIMS
PALM
COLLEGE
HWY 20
Collisions
Fatal (within 30 days) (6)
Incapacitating Injury (77)
Non-Incapacitating Injury (70)
Possible Injury (163)
Roads
High Injury Network
Hwy 20
Minor Roads
Important Parcels
Elevated Walkway
Niceville High School
Rocket Middle School
FutureSchool
Post Office
Niceville Housing Authority
Developable Parcels
0 0.05 0.1 0.2 0.3 0.4 Miles
0 0.25 0.5 1 1.5 2 Miles

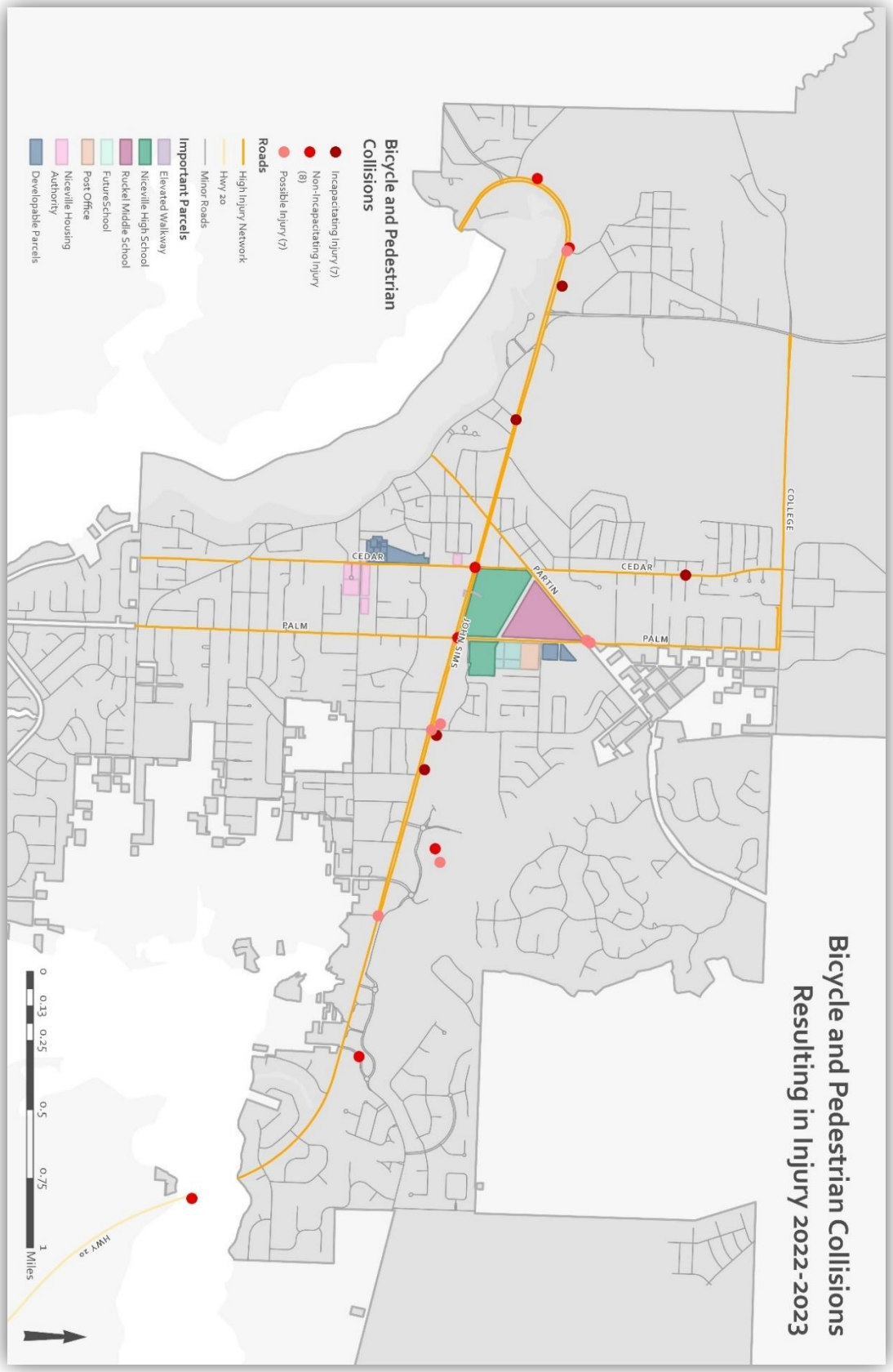
Map 4


Bicycle and Pedestrian Collisions Resulting in Injury or Fatality 2017-2021
Bicycle and Pedestrian Collisions
Fatal (within 30 days) (1)
Incapacitating Injury (7)
Non-incapacitating Injury (4)
Possible Injury (8)
Roads
High Injury Network
Hwy 20
Minor Roads
Important Parcels
Elevated Walkway
Niceville High School
Rocket Middle School
Future School
Post Office
Niceville Housing Authority
Developable Parcels
CEDAR
PALM
JOHN SIMS
PARTIN
COLLEGE
HWY 20
0 0.25 0.5 1 1.5 2 Miles

Map 5


Collisions Resulting in Injury or Fatality 2022-2023
High Injury Intersections
Collisions
Fatal (within 30 days) (2)
Incapacitating Injury (40)
Non-Incapacitating Injury (42)
Possible Injury (69)
Roads
High Injury Network
Hwy 20
Minor Roads
Important Parcels
Elevated Walkway
Niceville High School
Ruckel Middle School
FutureSchool
Post Office
Niceville Housing Authority
Developable Parcels
CEDAR
PALM
PARTIN
JOHN SIMS
COLLEGE
HWY 20
0 0.05 0.1 0.2 0.3 0.4 Miles
0 0.25 0.5 1 1.5 2 Miles

Map 6


Bicycle and Pedestrian Collisions
Incapacitating Injury (7)
Non-Incapacitating Injury (8)
Possible Injury (7)
Roads
High Injury Network
Hwy 20
Minor Roads
Important Parcels
Elevated Walkway
Niceville High School
Ruckel Middle School
FutureSchool
Post Office
Niceville Housing Authority
Developable Parcels
CEDAR
PALM
PARTIN
JOHN SIMS
COLLEGE
HWY 20
0
0.13
0.25
0.5
0.75
1
Miles
Bicycle and Pedestrian Collisions
Resulting in Injury 2022-2023

Land Use Considerations - Systemic and Specific Safety Needs

Niceville High School and Ruckel Elementary school are directly adjacent to the high injury network (HIN) as well as the Northwest Florida State College, resulting in a large proportion of school trips traveling on a portion of the HIN. This indicates potential safety challenges and concerns for students walking or bicycling to school and resulting in more people choosing to drive their student to school. As more people opt to drive a vehicle for trips that could be made by walking or bicycling, the potential for congestion increases, especially at peak school times. This in turn increases the likelihood of conflicts between those driving and those walking or bicycling to school. The block of land between Palm Boulevard and Cedar Avenue, south of Partin Avenue and north of SR 20, is where the previously mentioned two very large public schools are located. Both Niceville High School and Ruckel Middle School occupy most of this space. Unfortunately, these intersections are all four identified as high injury intersections. Palm Boulevard in this area is heavily trafficked by students moving from classrooms to ball fields. Students also routinely walk and bike to both of these schools traversing the high injury intersections identified above. Map 7 depicts the land uses in these areas.

A “wall” of parents and local law enforcement protect band members from high speed SR 20 traffic on a high school game night.

MAP 7

Niceville City Core Land Use

The southern lands lying in between Palm Boulevard and Cedar Avenue to the South of SR 20 contain relatively less expensive housing and is also where the Niceville Housing Authority is located, housing disabled individuals. Palm and Cedar represent the highest number of accidents resulting in serious injury for local streets within the study area for this Plan.

Niceville Housing Authority Located on the High Injury Network Road, Cedar Avenue

Student Bicycles in Front of Ruckel Middle School, the only access to this School is by using a HIN roadway.

High Injury Network Traffic Volumes (Annual Average Daily Trips)

Figure 5 and Table 7 provide Annual Average Daily Trip (AADT) data for the high injury network. AADT is the total volume of vehicle travel on a road for an entire year divided by 365. Of note, AADT is showing an increasing trend along Palm Boulevard from SR-20 (John Sims Parkway) to SR-285 (Partin Drive). Other volumes are normalizing in the timeframe following the COVID pandemic.

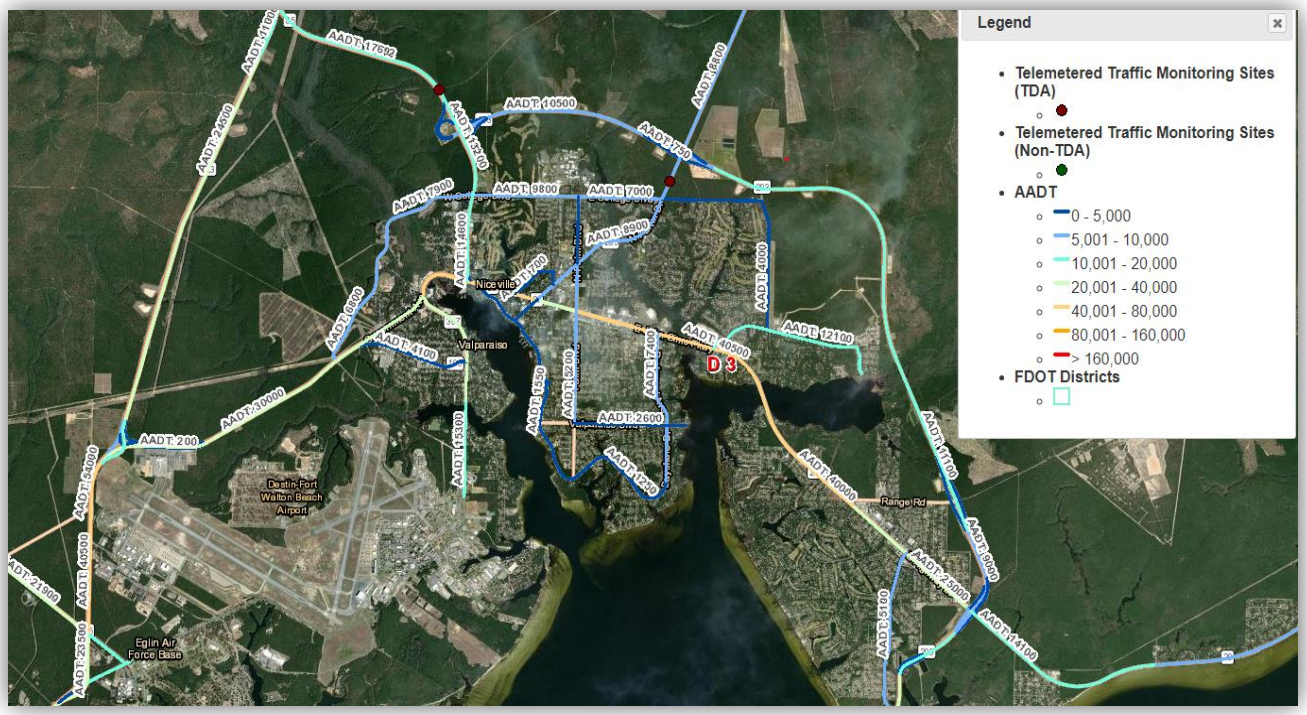


Figure 5: Source Florida Department of Transportation – Florida Traffic Online

Table 7: AADT Data for the HIN

Roadway	From	To	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT
Palm Boulevard	SR-20 (John Sims Pkwy)	SR-285	8,500	8,500	8,100	10,000	8,400
Palm Boulevard	SR-285	College Blvd	4,600	3,700	3,800	3,800	3,600
Palm Boulevard	27th Street	SR 20	8,600	7,200	10,000	9,200	8,900
Palm Boulevard	Valparaiso Blvd	27th Street	4,800	5,300	5,800	5,200	5,100
SR-20 (John Sims Pkwy)	SR-397	SR-85	47,500	40,000	45,000	47,500	43,500
SR-20 (John Sims Pkwy	SR-85	Davis Drive	44,000	39,000	45,000	45,000	42,500
SR-20 (John Sims Pkwy	Davis Drive	CR-285	43,000	37,500	44,000	44,500	41,000
SR-20 (John Sims Pkwy)	CR-285	Palm Boulevard	38,000	32,500	37,500	38,000	37,000
SR-20 (John Sims Pkwy)	Palm Boulevard	Redwood Avenue	42,000	35,500	39,500	42,000	40,000
SR-20 (John Sims Pkwy	Redwood Avenue	Edgewater Drive	38,500	35,500	41,500	40,500	37,500
SR-285 (Partin Drive)	SR-20	Palm Boulevard	7600	6,700	7,600	7,900	8,000
SR-85	SR-20 (John Sims Pkwy)	College Boulevard	14,600	13,400	12,800	14,600	14,000
SR-85	College Boulevard	Palm Boulevard	8,000	7,900	8,700	8,900	8,900
SR-85	College Boulevard	Spence Pkwy Ramp	13,600	12,900	13,500	13,200	12,600
College Blvd	SR-85	Palm Boulevard	10,900	8,700	9,700	9,800	10,900
College Blvd	Palm Boulevard	SR-285 (Partin Drive)	6,600	5,900	6,700	7,000	9,700
College Blvd	SR-285	Rocky Bayou Dr	4,100	3,400	4,700	4,000	4,100

Source: Florida Department of Transportation – Florida Traffic Online

EQUITY CONSIDERATIONS

According to the US Department of Transportation, "Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network."

For the City of Niceville, this means:

- *Addressing the needs of ALL members of our population, including younger people, aging populations, and our disabled population;*
- *Ensuring that employees and parents from surrounding areas can safely travel through and around the City of Niceville to employment and schools;*
- *Encouraging safe walking and biking to help with cost burdens; and*
- *Encouraging affordable housing close to employment and education centers through infrastructure development.*

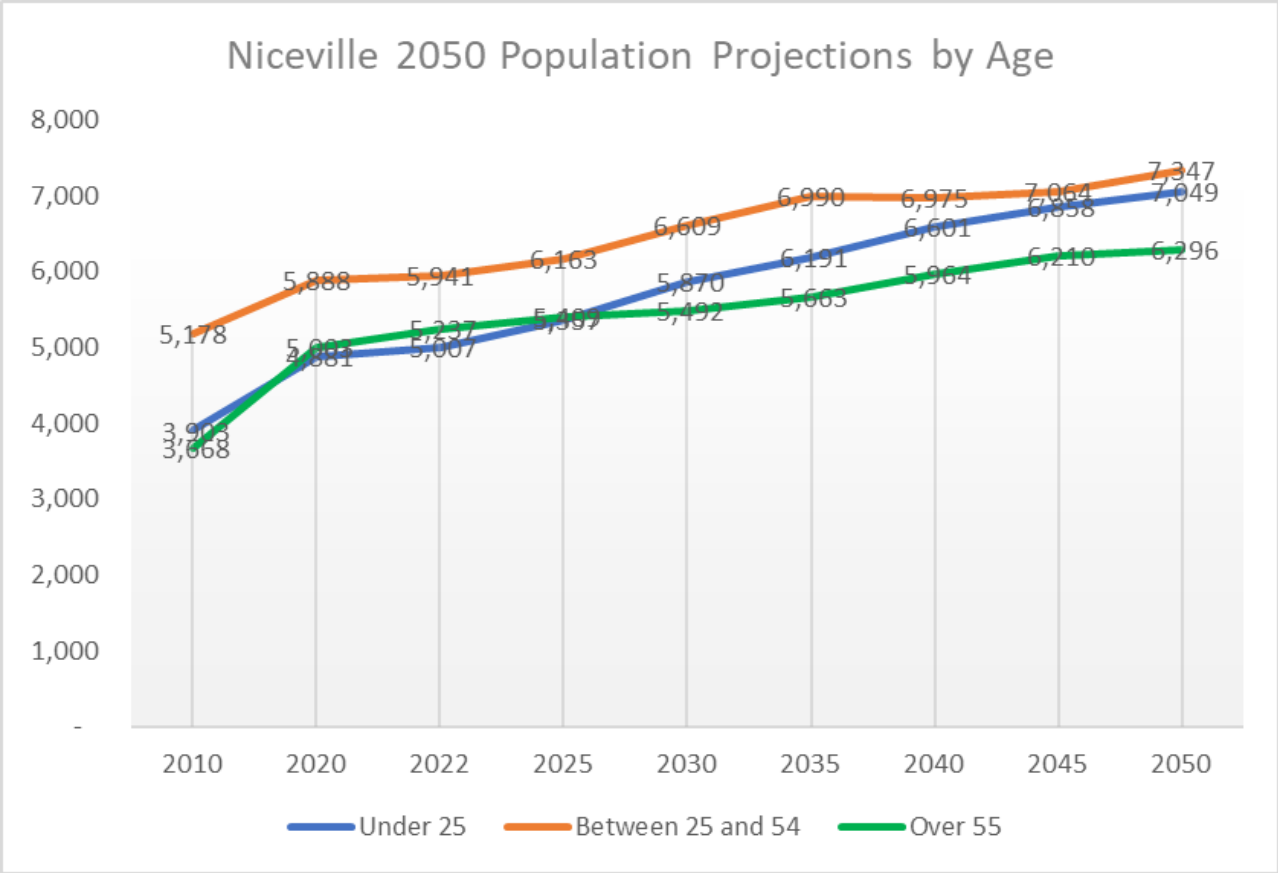
Demographics

Age of Population

The 2022 population for the City of Niceville and nearby surrounding areas including the City of Valparaiso and the unincorporated Bluewater Bay area was estimated at 36,559[13]. The City of Niceville incorporated population is expected to increase to 20, 692 in the next 25 years. Approximately 64% of this population will either be under the age of 25 and over the age of 55 which is important data for transportation safety planning (Graph 2).

[13] 2022 American Community Survey 2022: ACS 5-year estimates by Census Tract, United States Census Bureau

Graph 2: Population Projections by Age



Source: Shimberg Center University of Florida

Walking and Biking Population

Currently 81.6 % of the City's population commutes by automobile alone, with just a little over 1% walking or biking less than 1% using public transportation. [14]

The Affordable Housing Connection

Okaloosa County has a two-pronged economy centered on tourism and the significant military presence, including those industries associated with the areas military installations. The tourism economy requires housing for seasonal and lower income workers. This is coupled with the relatively higher wages provided by the military and its associated industries which can drive prices upwards, particularly in very proximal areas like the City of Niceville. Okaloosa's residents and Niceville's residents depend on low to middle income earning occupational workers also such as teachers, EMT's, police, public works employees, and nurses. The housing supply needs to accommodate these divergent needs close to employment and education

[14] U.S. Census Bureau, American Community Survey 2022

centers and infrastructure plays a key role in this. [15] Safe infrastructure is not only a good policy for reducing deaths and injuries but also for potentially making housing more affordable or within reach. Densities and intensity of development necessary to support a mixture of housing types requires infrastructure, including safe transportation infrastructure. Not having a long commute can also provide more time for health and family life – or quality of life.

Access to work by other means, including walking, biking or public transit can reduce household expenses. When households are able to decrease or eliminate vehicle maintenance and fuel as a portion of overall household cost and affordable housing is placed so that travel to work is possible without a vehicle by policy it is far more effective.[16]

High Veteran Population including Disabled Veterans in Niceville

According to the Florida Department of Veteran's Affairs there were approximately 1,430,000 veterans in the State of Florida in 2023. This makes Florida the State with the third largest veteran population in the nation behind California and Texas. There were 22,610,726 persons living in Florida in 2023, making the veteran population equal to approximately 6% of the total population. *The veteran population living in the City of Niceville and close by areas is estimated to be around 18%, or three times the Statewide average.* Table 8 below provides data for the veteran population within the City of Niceville and close by areas by census tract. *The average percentage of Niceville area veterans with a disability rating greater than 50% is estimated at 25% for the year 2022.*

[15] Attainable Workforce Housing Strategic Plan for Okaloosa County, Florida March 2024; TMPA Inc.
[16] Smart Growth America – Providing Well Placed Affordable Housing in Rural Communities, April 2017

Table 8: Service Connected Disability Rating Niceville and Surrounds 2022

Census Tract	Total Population	Veteran Population	Percent Total Population who are Veterans	Number of Veterans WITHOUT Service Connected Disability Rating	Number of Veterans WITH a Service Connected Disability Rating	Percent Veterans WITH Disability Rating	Percent Veterans WITH Disability Rating Greater than 50%
209	7,267	1,359	19%	759	600	44%	26%
210.01	6141	959	16%	450	509	53%	27%
210.02	5573	1061	19%	539	522	49%	24%
211.01	3257	576	18%	377	199	35%	18%
211.02	8210	1721	21%	1046	675	39%	13%
212	6111	1017	17%	329	688	68%	39%

Source: 2022: ACS 5-Year Estimate Service Connected Disability Rating Status for Civilian Veterans 18 Years and Older, US Census Bureau

SAFE STREETS STRATEGIES

The last section of this Plan, identifies proposed strategies and projects to address the issues identified in previous sections. These strategies range from low cost strategies aimed at behavioral change to higher cost construction projects. Performance measures are also included for the purposes of tracking and reporting progress towards reducing roadway serious injuries and fatalities.

Perform Road Safety Audits for the High Injury Network, Particularly SR-20

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

The aim of an RSA is to answer the following questions:

- What elements of the road may present a safety concern: to what extent, to which road users, and under what circumstances?
- What opportunities exist to eliminate or mitigate identified safety concerns?

These audits are different from traditional safety reviews in that they are performed by a multi-disciplinary team, consider all potential road users, account for road user capabilities and limitations, and are performed by independent teams.

Performance Measures: Number of safety audits performed.

Prioritize Low-Cost Safety Treatments

Road safety audits or just general operations may help identify low cost safety treatments City-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips/stripes, wider edge lines, high-friction surface treatments, and enhanced delineation of curves through better signage along the high injury network. Identifying and correcting common risks across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and, in a designated neighborhood, or along a busy route is a strategy that can be accomplished normally with existing budgets.

Performance Measures: Number of low cost safety treatments per year.

City Public Works Crews Installed Low Cost Stop Bars at a Difficult Neighborhood Intersection, Before and After

Adopt a Complete Streets Policy and Approach

Complete Streets is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach also emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach, such as older adults, people living with disabilities, people who don't have access to vehicles. Cedar and Palm within the City are perfect examples where populations of youth travel by bike or by walking but have historically lacked significant investment.

While Complete Streets are a process and approach to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.[17] For the City of Niceville a complete streets strategy could include policies such as:

- ✓ Advocating wide shoulders and striping for bicycles when resurfacing a City Street

[17] https://smartgrowthamerica.org/what-are-complete-streets/

- ✓ Advocating for complete streets when reviewing FDOT projects occurring within the City limits
- ✓ Requiring a complete streets approach for new development

Performance Measures: Development and application of completes streets policies.

Support and Create Safe Driving Campaigns with Students

The City can partner with local schools to support existing safe driving programs and to create Safe Streets Niceville related programs. These programs should include items or activities designed to raise awareness of the high injury network among the vulnerable student population. The city should collaborate with the public school district and interested private schools to provide additional transportation safety resources, and targeted engagement for middle and high school students, with a focus on empowering youth leadership to promote safe transportation in their own school communities, prioritizing the schools on our HIN. Some examples include:

- ✓ Safe Streets Niceville Art Contest
- ✓ Safe Street Niceville Design Competition for Students interested in City Planning or Engineering
- ✓ Test Your Streets Smarts Programs

Performance Measures: Number of engagements or programs implemented in target schools around the HIN.

Project Selections

There are five recommended projects based on the data included within this Plan:

SR 20 / Government Avenue (SR 85) Intersection – Recommend intersection safety audit and access study. This intersection has been identified as a high injury intersection. Such audit or intersection study should consider innovative design changes, improved delineation, and advanced warning.

Cedar Avenue from 21st Street to College Boulevard – Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College, a growing college campus.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Cedar Avenue between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Palm Boulevard from Bayshore Drive to College Boulevard - Complete Streets and major intersection safety audits / Improvements. Cedar and Palm are the two main north south spines for the urbanized area of the City. Cedar and Palm both terminate at the Northwest Florida State College.

- ✓ Special consideration should be given to the intersections of Cedar and SR 20 and SR 285 (Partin Dr). Special consideration should be given to the intersections of Palm and SR 20 and SR 285 (Partin Dr). Intersection analysis should consider innovative design changes, improved delineation, and advanced warning.
- ✓ The section of Palm Boulevard between SR 285 and SR 20 should receive special design consideration since this section of the high injury network is heavily traveled by students and school users. This section also features inadequate bike and pedestrian infrastructure and dangerous front end 90-degree parking.

Crossings Boulevard Connector – Recommend construction of the "missing link" in the alternative route to SR 20 that extends from Rocky Bayou Drive to Palm Boulevard. This would include a new two-lane road with multi use path and traffic circle at Juniper Avenue. This roadway is a parallel facility to SR 20, alleviating local traffic on SR 20. SR 20 has been identified as the facility within the City that has the highest injury rate. This parallel facility is prioritized for walking, biking and local access removing trips from the most dangerous HIN roadway, SR 20.

Bayshore Drive from SR 20 to 11th Street – Recommend complete streets improvements to include bike and pedestrian facility improvements. This route links large residential areas with the CRA.

Performance Measures: Obtaining funding for project selections, number of grant applications, moving project selections forward through the Okaloosa Walton Transportation Planning Organization funding processes, coordinating with State DOT and County Engineering on necessary steps.

Palm Boulevard Near Ruckel Middle School and Niceville High School

Cedar Avenue Adjacent to Niceville High School

A Slide from a Safe Streets Niceville Task Force Discussing Key High Injury Networks and Potential Grant Funding Intersections

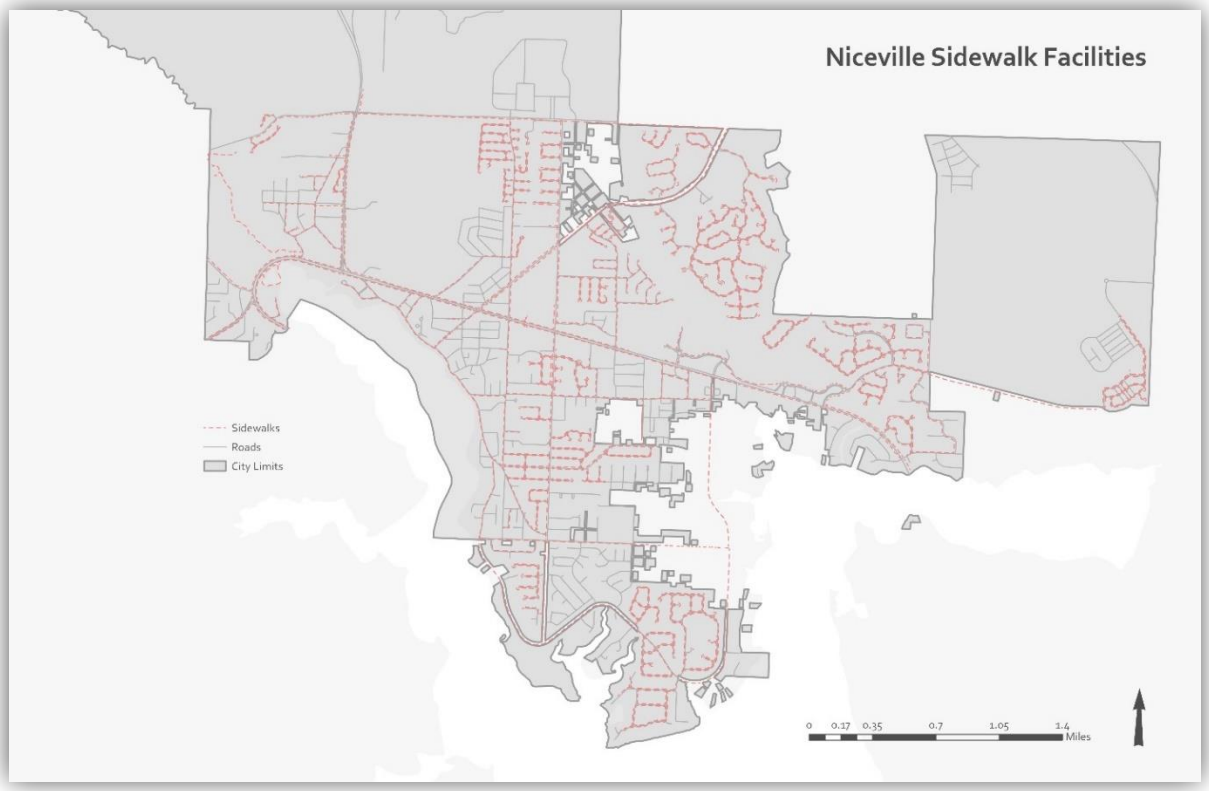
Continue to Make Bicycle and Pedestrian Safety Enhancements

The City of Niceville has made great strides in closing gaps in sidewalk facilities and maintains a robust sidewalk network (Map XX). A safe streets approach requires continuing to make these improvements. Such improvements can be installing pedestrian safety enhancements and closing network gaps with sidewalks, crosswalk visibility enhancements, rectangular rapid-flashing beacons, pedestrian hybrid beacons, refuge islands, road diets, raised crosswalks, signal improvements including leading pedestrian intervals, and audible pedestrian signals for people walking, rolling, or using mobility-assisted devices.

Similarly, the City can support and advocate the development of a robust bike network. Bike networks with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities is a recommended strategy. This includes trails and the off-street facilities.

Performance Measures: Miles of additional sidewalk and bike network development.

MAP



Carrying out Speed Management Strategies

The relationship between speed and crashes, has long been studied. This research is completely in line with the real local data described previously in this report showing that the higher speed roadways result in higher incapacitating injuries and deaths. According to a paper by the Institute for Road Safety Research, "The exact relation between speed and crashes depends on many factors. However, in a general sense the relation is very clear: if on a road the driven speeds become higher, the crash rate will also increase. The crash rate is also higher for an individual vehicle that drives at higher speed than the other traffic on that road. As speeds get higher, crashes also result in more serious injury, for the driver who caused the crash as well as for the crash opponent. The injury severity of the vehicle occupants in a crash, for example, is not only determined by the collision speed, but also by the mass difference between the vehicles and by the vulnerability of the vehicles/road users who are involved. In a crash between a light vehicle and a heavier one, the occupants of the lighter vehicle generally are considerably worse off than the occupants of the heavier vehicle. Even more so this is the case for pedestrians, cyclists and moped riders in crashes with (much) heavier motor vehicles.[18]

This strategy involves carrying out speed management strategies such as implementing traffic-calming road design changes; addressing speed along key corridors through infrastructure; conducting education, enforcement activities, and outreach; setting appropriate speed limits; and making strategic use of speed safety cameras.

The City has two ongoing initiatives along these lines, speed safety cameras and enforcement activities.

School Zone Speed Camera Installation

The Niceville City Council recently passed a resolution (2024) authorizing the installation of speeding enforcement cameras in three school zones that are on the High Injury Network. Monitoring and evaluation of the effectiveness of this system in reducing speeds will occur over the next years.

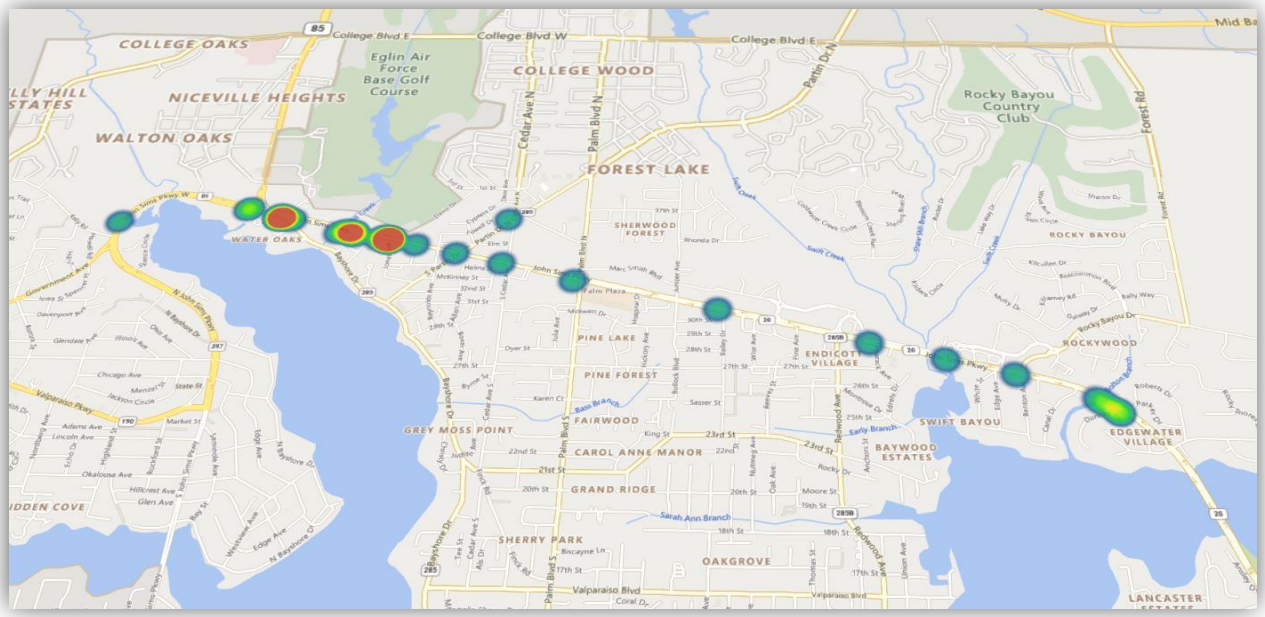
Operation Save the Day

The Niceville Police Department recently completed a targeted speed enforcement effort aimed at promoting safer driving practices along the roadway with the highest injuries, SR 20 (John Sims Parkway). This effort resulted in the issuance of 77 citations, of which 67 were

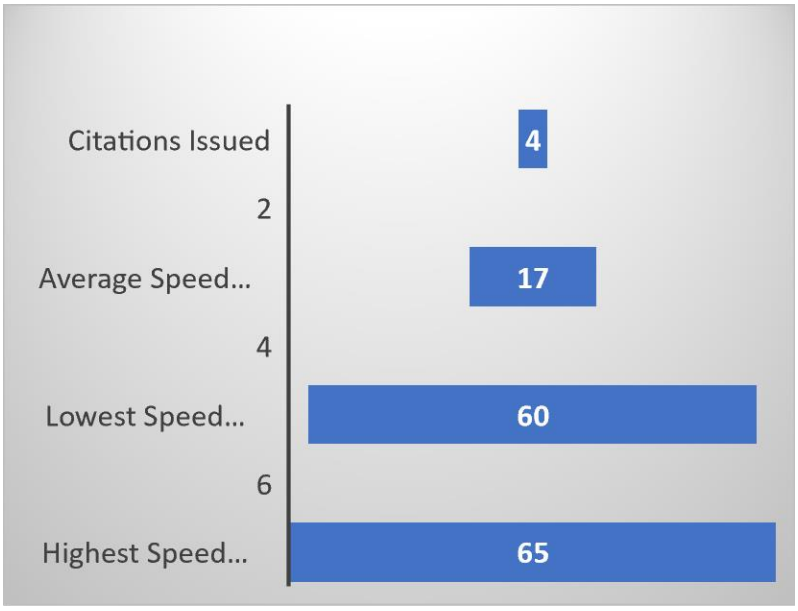
[18] SWOV Fact Sheet: The Relation Between Speed and Crashes, Institute for Road Safety Research Netherlands April 2012

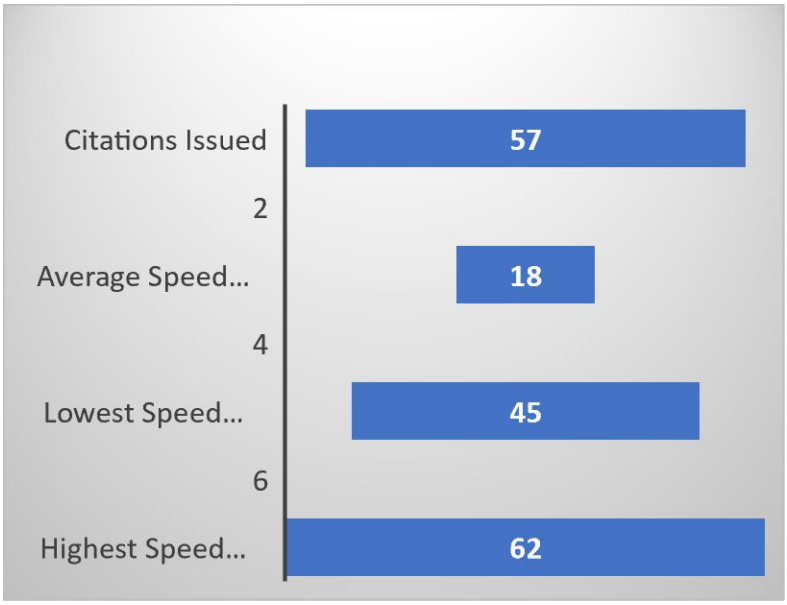
directly related to speeding (at least 9 miles per hour more than the posted limit). The following information summarizes this effort.

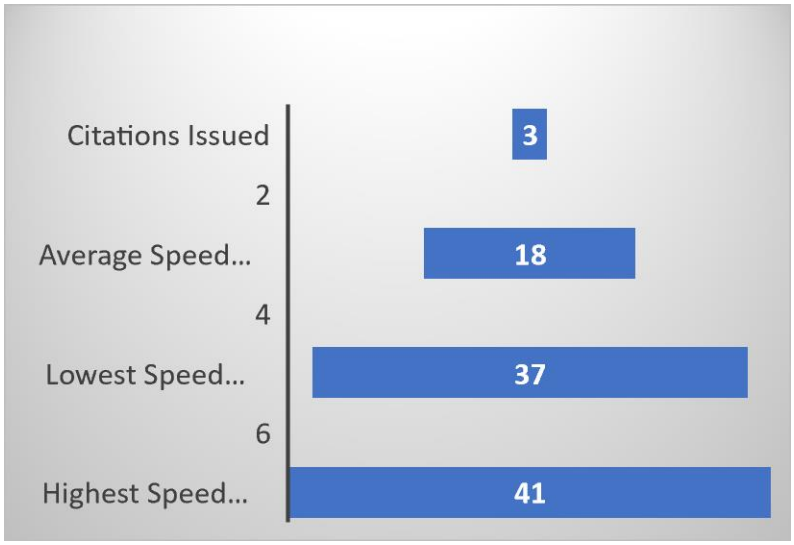
Operation Save the Day Violation Heat Map



Operation Save the Day Data by Posted Speed Limit







Performance Measures: Number of traffic-calming road design changes; instances of addressing speed along key corridors through infrastructure; number of education initiatives and enforcement activities; setting appropriate speed limits; and speed safety cameras usage resulting in less instances of speeding.

Enhancing Transit

Transit is an effective means to reduce the number of vehicles on the roadways. The City also has an above average number of disabled veterans as well as an aging population that would benefit from better transit. Transit also benefits the service working population that would benefit financially from having a robust transit option to access employment. Specific strategies here are:

- ✓ Continuing to support EC Rider service in the City and advocate for enhanced route service.
- ✓ Continue to advocate at the TPO for express bus service to Destin

Performance Measures: Enhanced transit routes, funding for express bus service.

Ensuring Safe Routes to School

Safe routes to school features heavily in this action plan due the location of educational facilities on the high injury network.

Performance Measures: Number of Safe Routes to School projects implemented around the HIN or hot-spot locations.

Education Initiatives

Utilize the City's Public Involvement Officer to conduct education campaigns to accompany more innovative infrastructure, such as roundabouts, reverse angle parking, or pedestrian hybrid beacons.

Create Education campaigns that can also utilize the materials developed by the Florida Department of Transportation's Target Zero initiative described earlier.

Provide information and resources and offer educational opportunities to media outlets and to member governments about Vision Zero to promote consistent messaging and crash reporting language.

Performance Measures: Number of social media posts on innovative infrastructure, number of safety focused news articles, reduction in the use of the word "accident" in the reporting of collisions, number of transportation safety related social media posts.

Data Collection, Monitoring and Analysis

Conduct and prepare annual crash analysis, including preparing crash profiles and comparison of various time periods to better identify trends and progress toward Vision Zero. Analysis should layer available demographic data. Periodically update the HIN and Action Plan to reflect progress being made or develop new strategies if current actions are not achieving desired results.

Performance Measures: Report to the Safe Streets Niceville Task Force on safety improvements constructed on an annual basis, and progress toward Vision Zero; Reduction in injuries or deaths from prior year.

NORTHWEST FLORIDA
STATE COLLEGE

100 College Boulevard East • Niceville, FL 32578-1347 • (850) 678-5111 • www.nwfsc.edu

Tanya Branton
Florida Department of Transportation
TA Program Coordinator
Highway 90 East
Chipley, Florida 32428-0607
Tanya.Branton@dot.state.fl.us

January 14, 2025

Dear Ms. Branton:

As President of Northwest Florida State College, I would like to offer this letter of support from the College for the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to S.R. 20 and Partin Drive to College Boulevard. The College fully supports this request to help complete the City's off-road multi-use trail network, because it will offer our students, employees, guests, and the broader Niceville community safe walking and biking routes to the College and our community schools.

Sincerely,

Mel Ponder
President, Northwest Florida State College

Niceville Valparaiso
CHAMBER of COMMERCE

January 15, 2025

Dear Ms. Branton,

As President of the Niceville Valparaiso Chamber of Commerce, I fully support the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to S.R. 20 and Partin Drive to College Boulevard. Completing the City's off-road multi-use trail network will provide safe walking and biking routes to schools and improve connectivity across our community.

It is well-documented that multi-use trail networks significantly enhance a community's quality of life and economic vitality. Trails provide opportunities for recreation, encourage active and healthy lifestyles, and attract visitors while supporting local businesses and increasing property values.

For Niceville, this trail is more than just infrastructure—it is an investment in the safety, health, and well-being of our residents, while also positioning our city for future economic growth.

The Chamber is committed to supporting this effort and looks forward to the benefits it will bring to our community.

Sincerely,

Tricia Brunson

President & CEO

1055 E. John Sims Parkway • Niceville, FL 32578 • 850.678.2323 • 850.678.2602 fax
nicevillechamber.com • info@nicevillechamber.com

Administration
Office: 850-279-6436

208 Partin Drive North
Niceville, Fl 32578

Tanya Sanders Branton
D3 TRIP/TA Coordinator
Florida Department of Transportation
1074 Highway 90 Chipley, FL 32428

Re: City of Niceville Letter of Support for Palm Boulevard MUT

Dear Ms. Branton:

This letter is to inform the agency that the City of Niceville City Council voted unanimously during the January 14, 2025 regular City Council meeting to support the City's Transportation Alternatives Set Aside Program application for the design and construction of a multi-use trail on Palm Boulevard North. If awarded, this funding will be utilized to construct a multi-use trail from the County's multi-use trail project on College Boulevard to Partin Drive (SR 285) and from SR 20 to 27th Street within the Palm Boulevard City owned right of way. This project was included in TPOs Long Range Transportation Plan at the request of the City's TPO representatives and is included in the City's Safe Streets Action Plan. The City is currently constructing a portion of this trail along Palm Boulevard South.

Sincerely,

Daniel Henkel

Daniel Henkel,
Mayor

Docusign Envelope ID: B6186F60-AD6F-4306-A2F2-634DAB9D8F73

LEVERAGE INFORMATION TECHNOLOGIES LLC

Tanya Branton
Florida Department of Transportation
TA Program Coordinator
Highway 90 East
Chipley, Florida 32428-0607
Tanya.Branton@dot.state.fl.us

January 15, 2024

Dear Ms. Branton,

As a local entrepreneur and a landowner near the proposed route, I would like to offer this letter of support for the City of Niceville's Transportation Alternatives Set-Aside Program grant for a multi-use trail on Palm Boulevard from 27th Street to S.R. 20 and Partin Drive to College Boulevard. I fully support this request to help complete the City's off road multi use trail network as this provides yet another opportunity to create safe walking and biking routes to schools.

This particular area of Niceville is the perfect place for extending the City's multi use trail network as it is close proximity to the schools, popular walkable businesses, Northwest Florida State College, and many of the City's provided amenities (skate park, senior center, library, children's park, etc.). This would be great for our community!!!

Sincerely,

DocuSigned by:
Paul E Sjoberg
48BF07804E8C46B...

Paul Sjoberg
CEO/Founder
Leverage Information Technologies
703-795-5986

	CITY OF NICEVILLE PALM BLVD North MUT **Evaluation Category**	Scoring (Maximum Points Possible)	Project Score
Criterion 1	**Safety**	**25**	**16**
Criterion 2	**Connectivity**	**20**	**21**
Criterion 3	**Location Efficiency**	**15**	**15**
Criterion 4	**Public Support**	**10**	**10**
Criterion 5	**Proximity to School**	**10**	**10**
Criterion 6	**Design Quality**	**10**	**6**
Criterion 7	**Environmental/Archaeological Projects/Historic Preservation**	**10**	**2**
	Total Points Possible	**100**	**80**

Criterion 1: Safety

Crash Data for Project – Scored crashes are car accidents that involve pedestrians and/or cyclist. **(select one)**	Pts	
Low Crash Corridor = < 3 pedestrians/cyclist incidents from the past 5 years	1	
Moderate Crash Corridor = 3-10 pedestrians/cyclist incidents from the past 5 years	2	2
High Crash Corridor = > 10 pedestrians/cyclist incidents from the past 5 years	3	

Signal 4 Analytics Data is summarized below. Spreadsheets are uploaded separately to Florida GAP.

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclist**. (select one)**	Pts	
Moderate Crash Corridor = 3-10 pedestrians/cyclist incidents from the past 5 years	2	2
High Crash Corridor = > 10 pedestrians/cyclist incidents from the past 5 years	3	

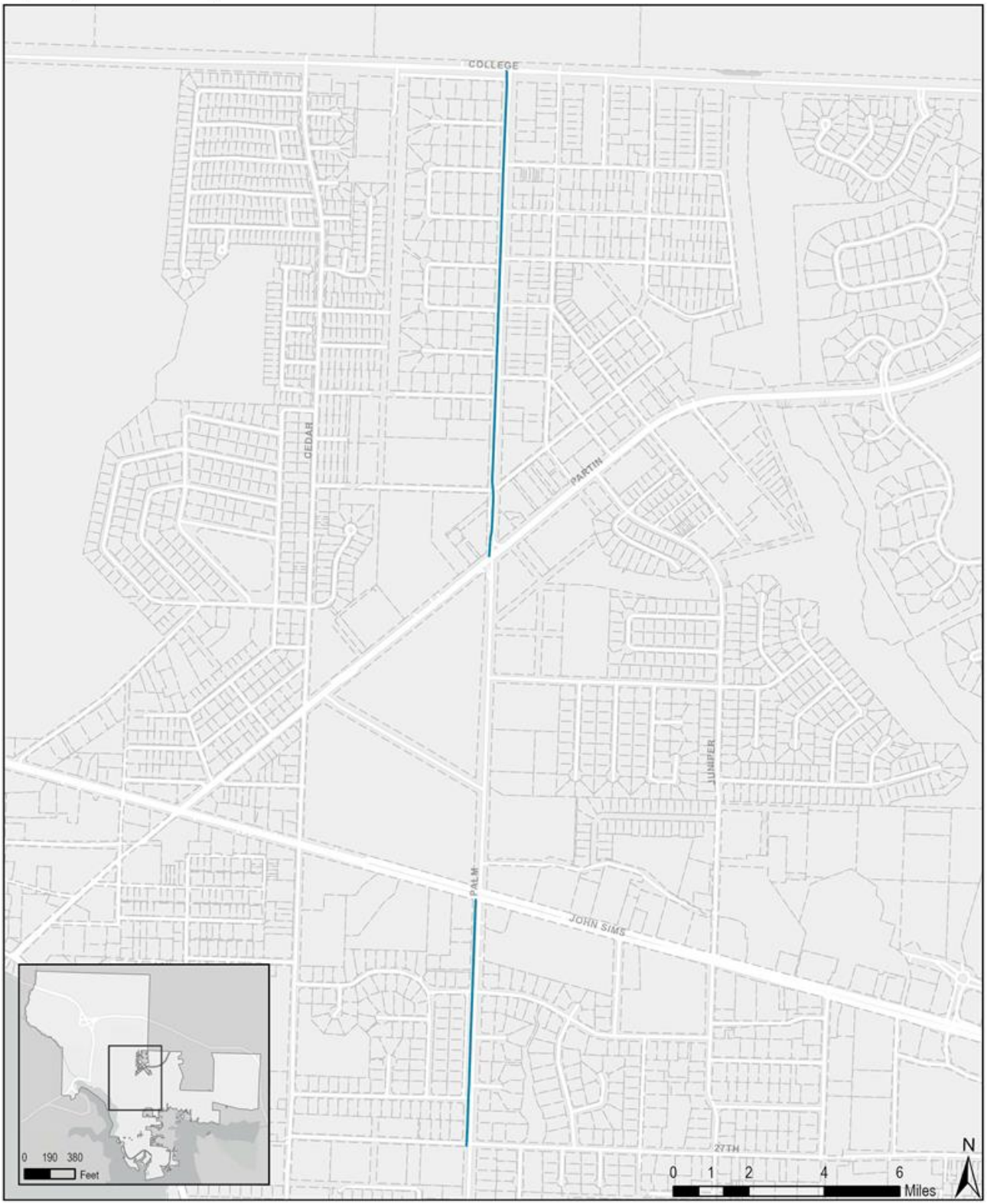
Safety Issue ***– Provide brief descriptions for each claimed criterion***	Pts	
Posted Speed Limit over 30 mph in project area	1	1
Improved mobility for disabled, elderly, or youth populations – *(Please provide address and note location on map for the affected facility)*	1	1
Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate – as defined by the Census	1	
Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	
Improves visibility of non-drivers to motorists	1	1

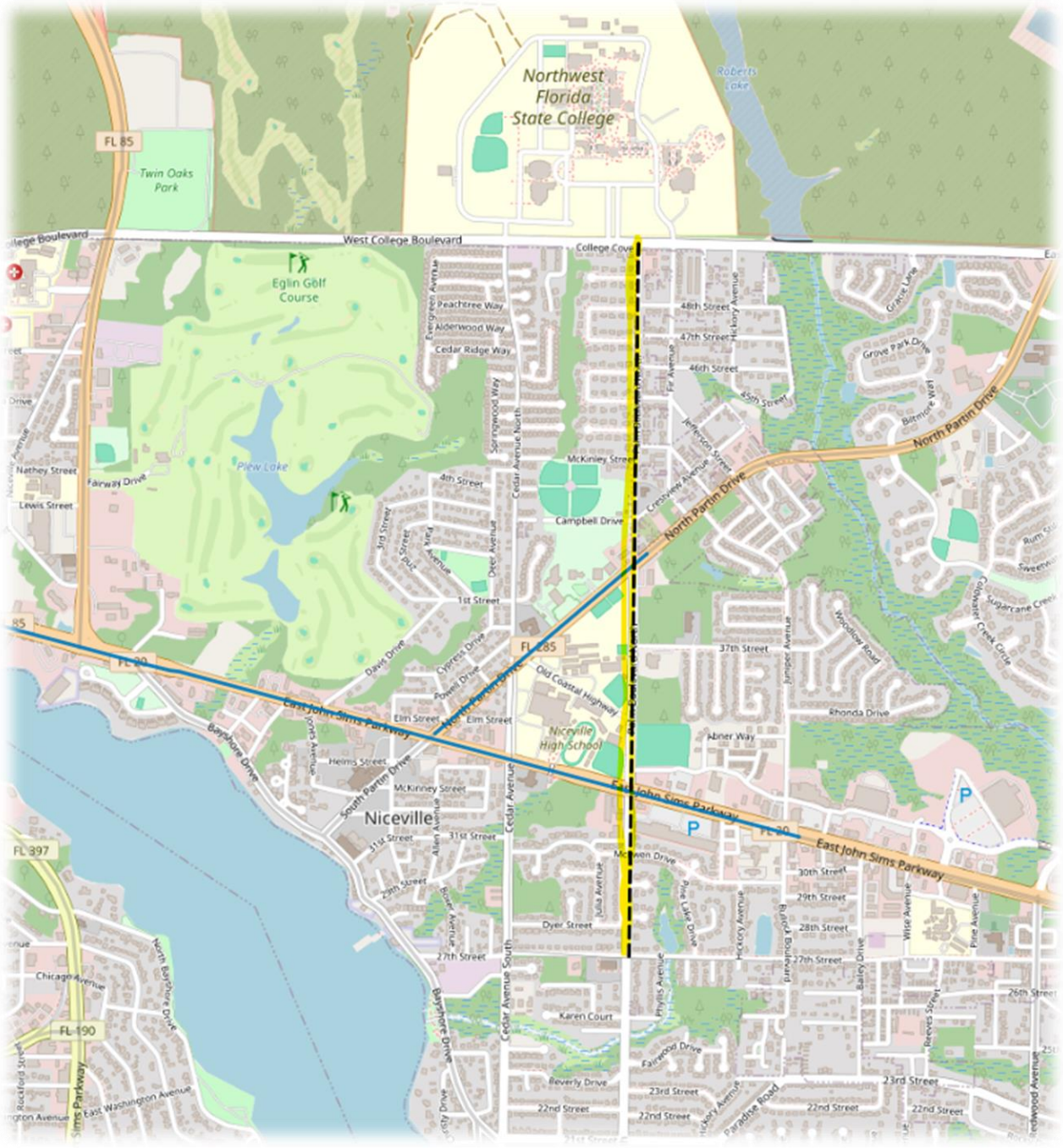
The posted speed limit is 35 mph.

This project connects two three major school facilities: Northwest Florida State College, Ruckel Middle School, and Niceville High School. Two major recreational areas are also connected. A map showing the locations of these schools and recreation areas is below. Note City Parks, Youth Center, and Senior Center all located along Palm near Campbell Drive. The other major recreation center is Twin Oaks Park located at the intersection of College Drive and SR 85 just west of the College.

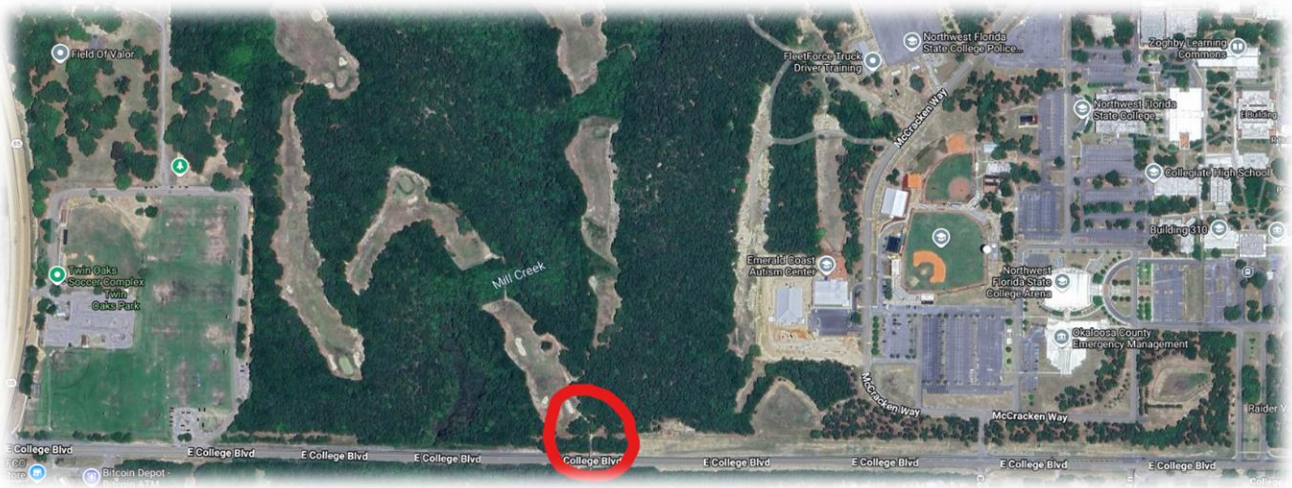
Proposed Palm Boulevard Trails

Prepared by Niceville GIS January 2025





Map showing Niceville High School at the intersection of Palm and SR 20; Ruckel Middle School north of Niceville High School on Palm Boulevard, City of Niceville Ball Fields, Senior Center, and Youth Center on Palm Boulevard just north of Partin Drive; Northwest Florida State College at the terminus of Palm Boulevard North at College Boulevard; and the Twin Oaks Sports Complex approximately 0.97 miles from the Palm Boulevard / College Intersection.



Overpass Location at Northwest Florida State College on College Boulevard, this overpass is located approximately 0.6 miles from the Palm Boulevard / College Intersection and 0.34 miles from the Twin Oaks Sports Complex (also shown).

Reduce Human Exposure – Project reduces human exposure between motor vehicles and vulnerable pedestrians and bicyclist by employing a "physical barrier" or "defined space" into the project design. ***Provide a brief description for each claimed criterion – notate on map where applicable.***	Pts	
Physical Separation Barrier A physical separation 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
Defined Space A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1

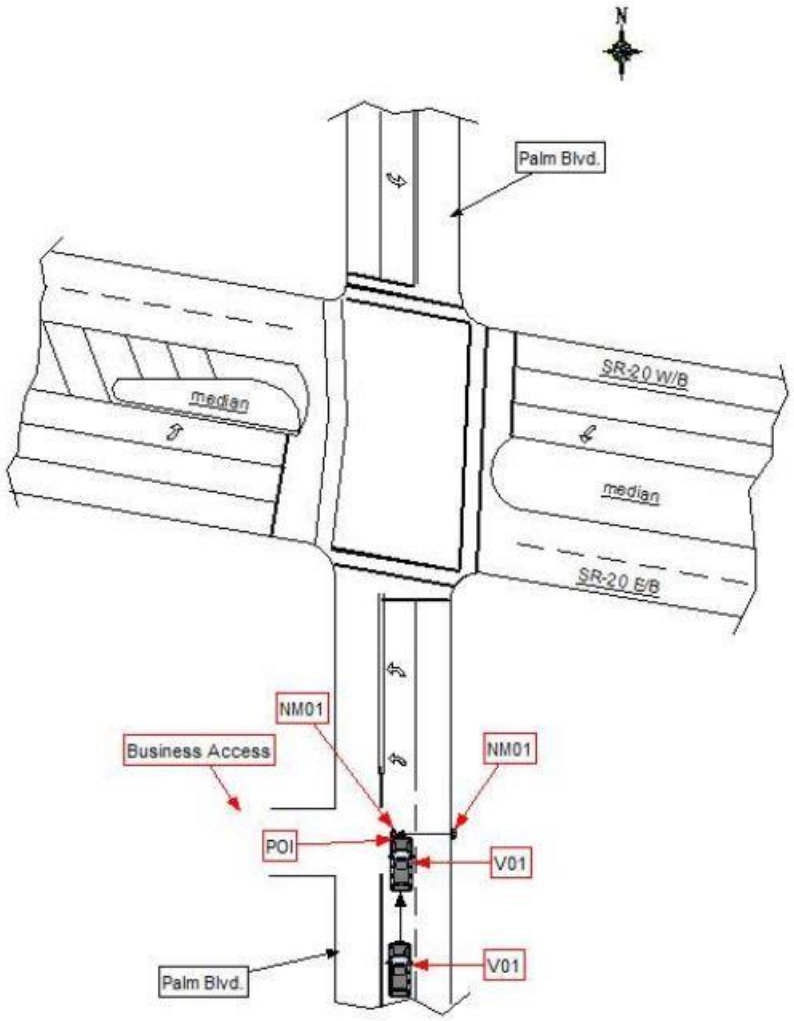
Map showing distance to overpass at Niceville High School from proposed trail.

Old Coastal Highway divides Ruckel Middle School and Niceville High School, both schools are located on Palm Boulevard. The project terminates at College Boulevard where Okaloosa County is installing a Multi-Use trail at the Northwest Florida State College (See Trails Map), the County's trail will extend from Palm Boulevard down College Boulevard east to Forest Drive and then south down Forest Drive to Rocky Bayou Drive. This trail will be under construction in the Spring of 2025 and is fully funded. The College Boulevard trail is connected by an existing sidewalk to Twin Oaks Park and an existing overpass is located over College Boulevard at the Eglin Golf Course Trails that could be connected to the expanded Twin Oaks sports facility in the future.

Vehicle Traffic (select one)					
The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff.					
40,000 + 12 Pts	35,001-40,000 11 Pts	30,001 to 35,000 10 Pts	25,001 – 30,000 9 Pts	20,001-25,000 8 Pts	**15,001-20,000 7 Pts**
10,001-15,000 6 Pts	5,001-10,000 5 Pts	4,001-5000 4 Pts	3,001-4,000 3 Pts	2,001-3,000 2 Pts	Less than 2,000 1 Pt

Because this project includes enhanced safety enhancements at intersections, the average of the intersecting roads was taken. (See table and map below)

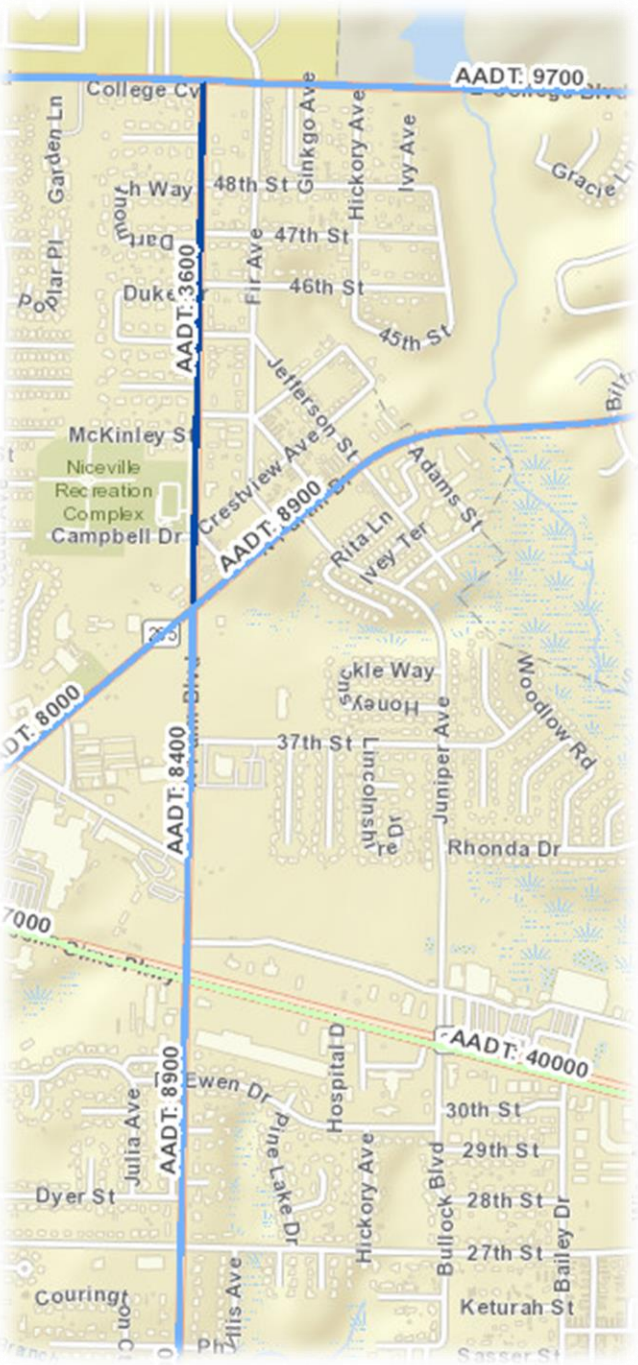
Total Points for Safety Criteria	***16***



Niceville Police Department Diagram of pedestrian / vehicle crash on 12/26/2024 (not yet reported in Signal 4 Analytics). Pedestrian refused to be transported by EMS to a medical facility. This accident is in the exact location of the requested project.

Road	AADT
Palm	3,600
Partin	8,900
SR 20	40,000
College	9,700
AVERAGE	**15,550**

Source: FDOT Florida Traffic Online



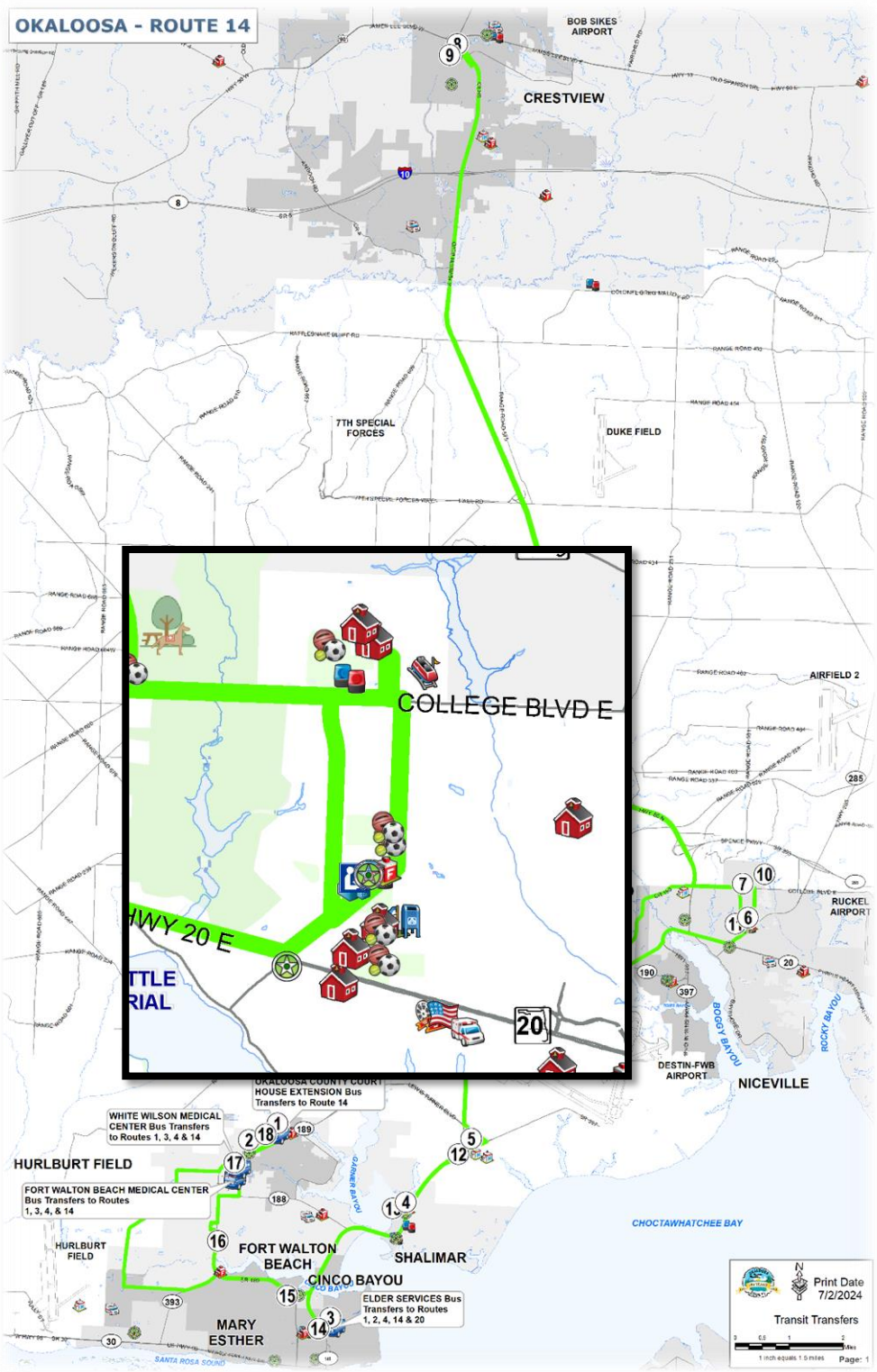
Criterion 2: Connectivity – Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity – *Provide a brief description for each claimed criterion – notate on map where applicable*		
Improve access to commercial areas	3	3
Improve access to parks and recreation areas	3	3
Provides pedestrian/bicycle facilities where none exist	3	3
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	3
Fills a documented gap in an existing transportation network	3	3
Provides pedestrian/bicycle facilities between K-12 School and zoned residential area	3	3

The proposed trail connects to commercial areas including the redeveloping Central Partin downtown area of Niceville and the City's Community Redevelopment Area (CRA). Niceville's main commercial core along SR 20 is currently served by a multi-use trail extending from Rocky Bayou Drive to The Oaks shopping Center (Crossings Boulevard). Overall trail planning includes connecting this system to the Palm Boulevard trail by completing the Crossings Boulevard Connector Project. Currently there is no dedicated bicycle infrastructure on Palm Boulevard at all. The City is currently constructing a multi-use trail on Palm Boulevard South from Bayshore Drive to 27th Street to replace on street travel on a wide shoulder with numerous drainage inlets (unsafe). There is also currently no sidewalk in this location. There is an existing 5 ft sidewalk on one side of Palm in some locations but no bike facility. There are numerous connecting residential areas and three large school facilities as described previously.

Transit Connectivity (select one) – *Transit stops must be noted on the attached project map*		
Connects to existing bike/ped facility & does not connect to transit stop	1	
Connects to existing bike/ped facility & <1/2 mile from transit stop	2	
Connects to existing bike/ped facility & <1/4 mile from transit stop	3	3

The proposed trail connects to transit at Northwest Florida State College and at the Niceville City Hall (intersection of Palm and Partin Drive N). Please see maps below of EC Rider Route 14, including Palm Boulevard inset. Stop number 6 is the Niceville City Hall located less than 1/10 of a mile from proposed Trail. Similarly, the Northwest Florida State College stop 7 is located less than 1/10 of a mile from the proposed trail.



Total Points for Connectivity Criteria	**21**

Criterion 3: Location Efficiency – Project makes significant improvements to a facility in proximity to medium to high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourist to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial and social activity occurs.

Maximum Points Allowed: 15

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

Location Efficiency – Provide the name and location of each claimed destination of interest		
High Interest Select One (7 pts total)	Moderate Interest Select One (5 pts total)	Low Interest Select One (2 pts total)
Town Center – Square	Multi-Family Development	Post Office 90 Palm Boulevard N
Mixed Use Center	Park n Ride Lot	Bank
Major Employment Center (over 150*employees) Office Park, Big Box Retail	Park Niceville Recreational Complex 212 Partin Drive N	Bus Stop (typically a bench or 5-15 person shelter)
Transit Center / Station (serves multiple routes and networks)	Greenway	Rural Road Bike Routes
Schools – K-12 School Facility (within 2 miles)	Retail Center	Child Day Care Center
University / College (direct connection) Northwest FL State College 100 E College Blvd	Religious / Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/Theatres/Music Venues	Health Care Clinic	
Marinas	Libraries	
Recreation Facility (sports fields, gymnasium,etc)	Grocery Store/Farmers Market/Stationary Food Providers	
Low Density Single Family (detached single family developments)	Hotels	

Total Points for Location Efficiency Criteria	**15**

Criterion 4: Public Support – Documented support can be in the form of resolutions, letters and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowner's associations, non-profit agencies, or other community based organizations.

Public Support (select one)		
Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and one from a public source) *	5	
Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source) *	10	10

*Letters of support must be dated within the past 3 years

Total Points for Public Support Criteria	**10**

Criterion 5: Proximity to School – Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools Program.

Proximity to School – for Criterion 5 a school is defined as a K-12 education facility; or a public or private university, college, or community college. List the name and address of schools within the 2 mile project radius (select one)		
Project > 2 Mile from a school	0	
Project within 1- 2 mile of a school	5	
Project within 1 mile of a school	10	10

Total Points for Proximity to School Criteria	**10**

Criterion 6: Design Quality – Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

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

Total Points for Design Quality Criteria	**6**

The proposed project is an 8-10 foot multi use trail that connects to two under construction trails of similar size. Palm Boulevard right of way is sufficient and no additional right of way is required.

Criterion 7: Environmental/Archaeological Projects/ Historic Preservation

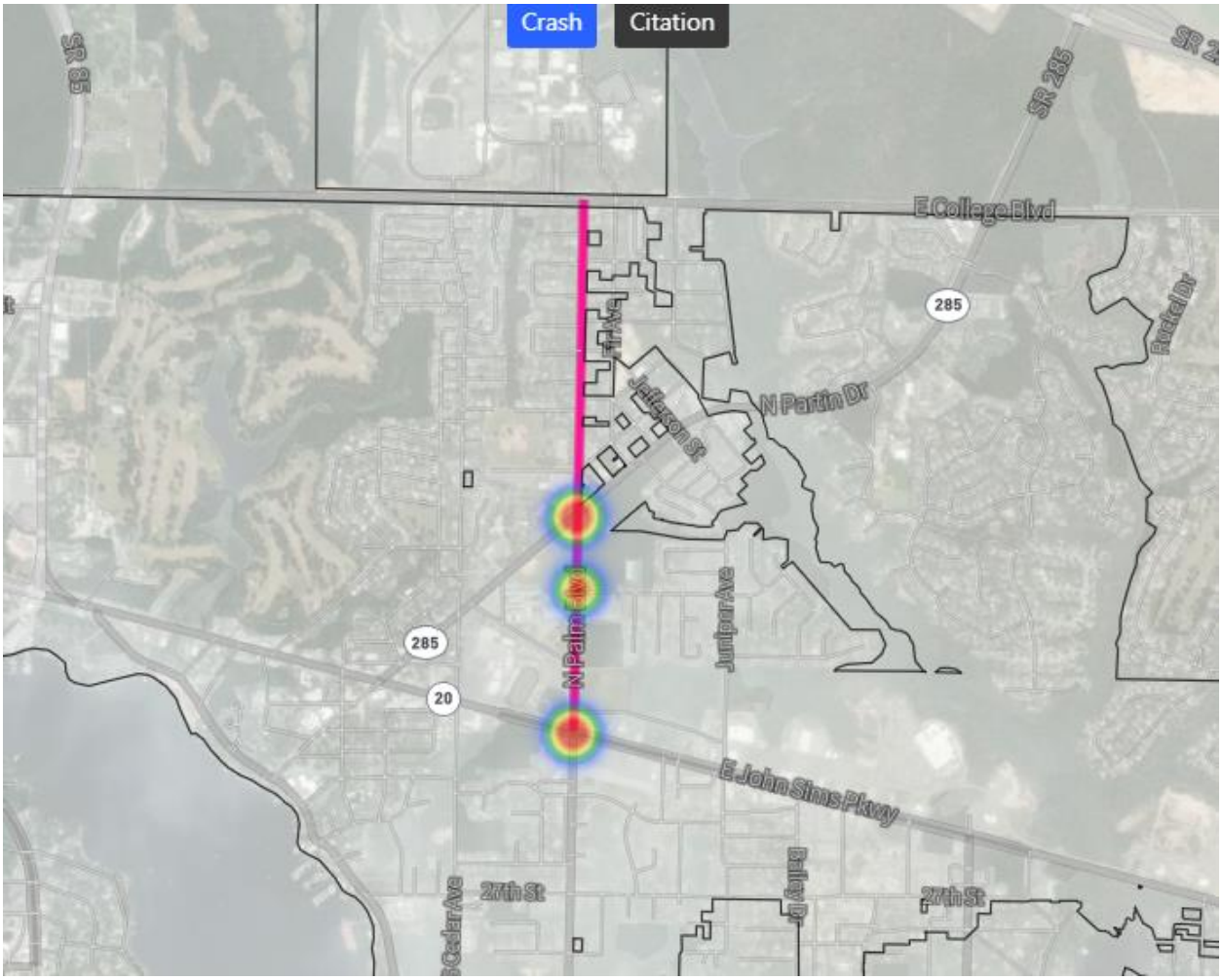
Environmental/Archaeological Projects/Historic Preservation - *Provide a brief description for each claimed criterion – notate on map where applicable*	**Pts**	
Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED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

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	**2**

Additional Project Information

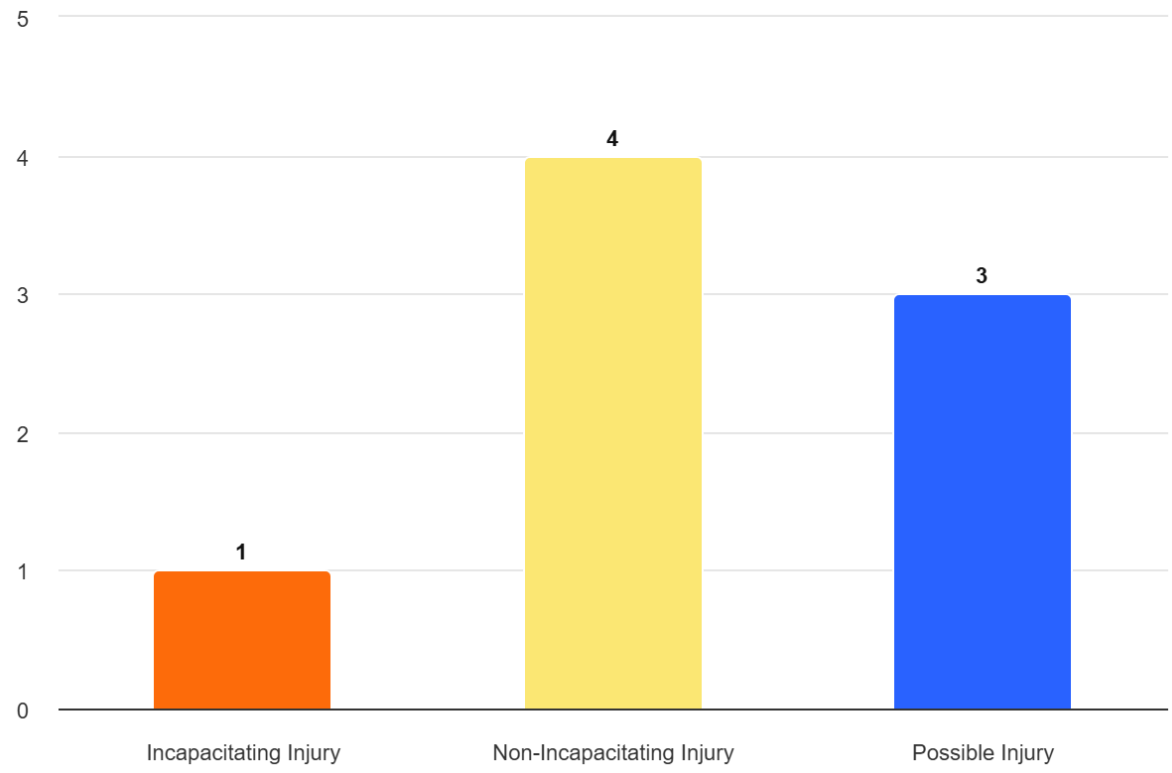
The following sections is to provide additional project information to the TPO. The answers in this section will not be scored. The information below will aid the TPO in ranking projects for the Okaloosa-Walton TPO TAP Priority list that is submitted to the Florida Department of Transportation.

Information Only – The following answers are for the TPO project review and will not be scored			
Total project cost:		$3,872,323	
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.		Yes, Palm Boulevard is City of Niceville Right of Way	
Total length of project (miles)?		1.05 Miles	
How many intersections are located within the project boundaries?		6: 27th/Palm Blvd; McEwen/Palm Blvd; SR 20/Palm Blvd; Partin Dr/Palm Blvd; Campbell Dr/Palm Blvd; College Blvd/Palm Blvd	
Does the project address a unique safety issue not detailed in the Safety Criteria?		The project bolsters support for unique challenges on Palm Boulevard between Partin Dr. and SR 20. This ROW has been used by the School Board for informal parking and has high student numbers walking and biking.	
Project Readiness – Project Phase as submitted:	Conceptual Only This project is somewhat beyond conceptual but preliminary plans have not been prepared for this segment. Design costs are included in the above total project cost.	Preliminary Plans Complete	Final Plans Complete (shovel ready)

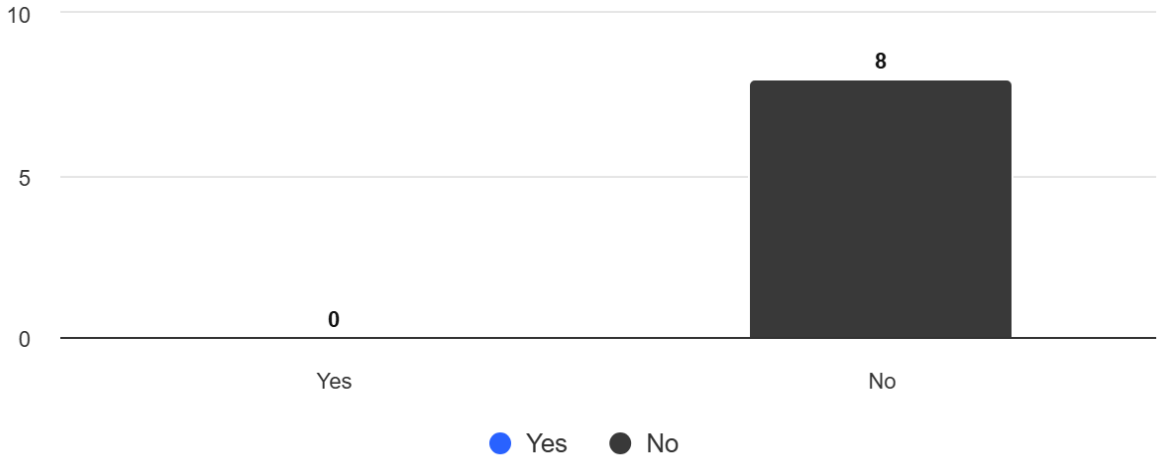


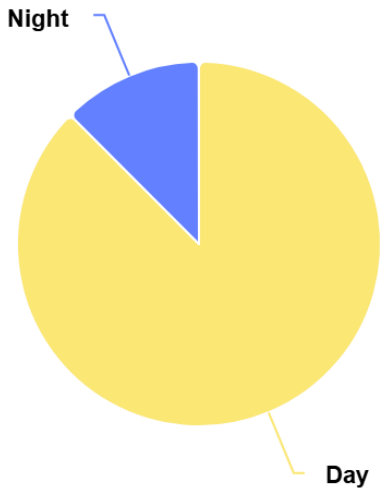
	Total	Fatal Crashes	Serious Injury	Injury Crashes	Property Damage
Crashes	8	0	1	7	0
Fatalities (within 30 days)	0	0	0	0	0
Incapacitating Injuries	1	0	1	0	0
Non-Incapacitating Injuries	5	0	1	4	0
Possible Injuries	3	0	0	3	0
No Injuries	8	0	0	0	0
Non-Traffic Fatalities	0	0	0	0	0

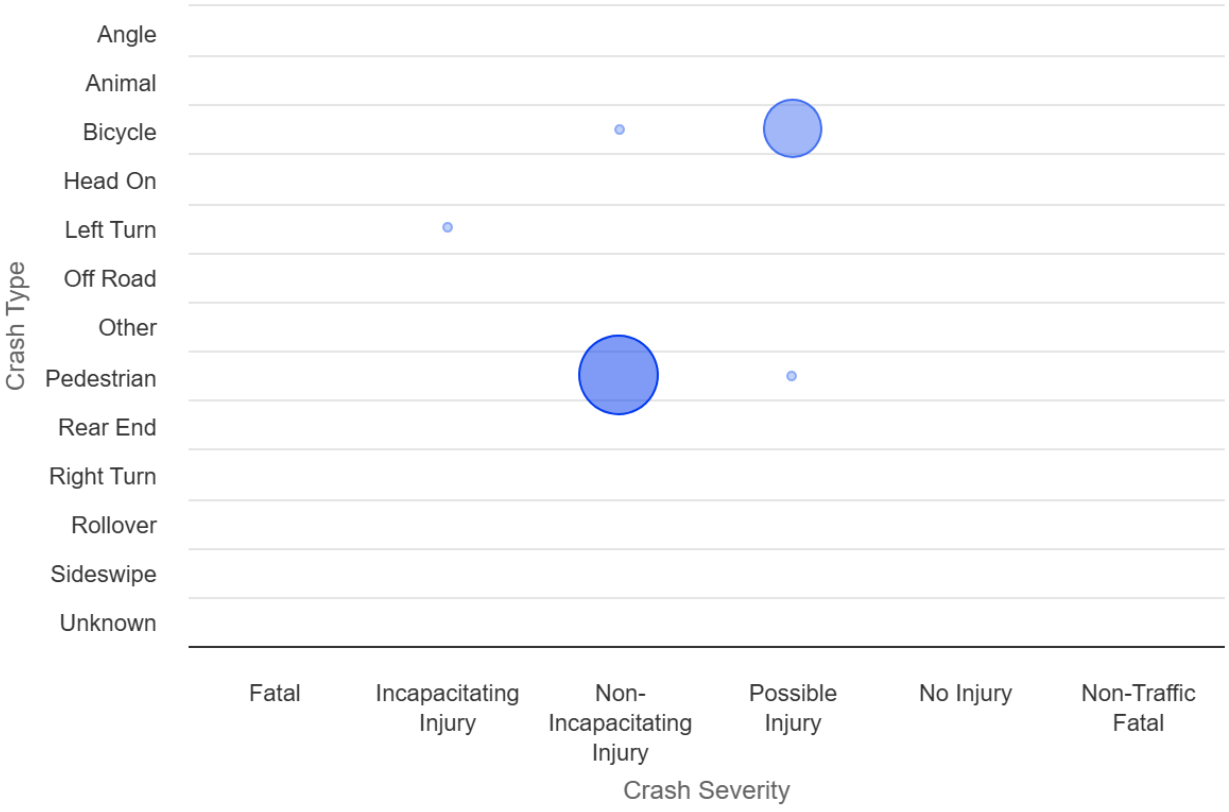
Crash Severity

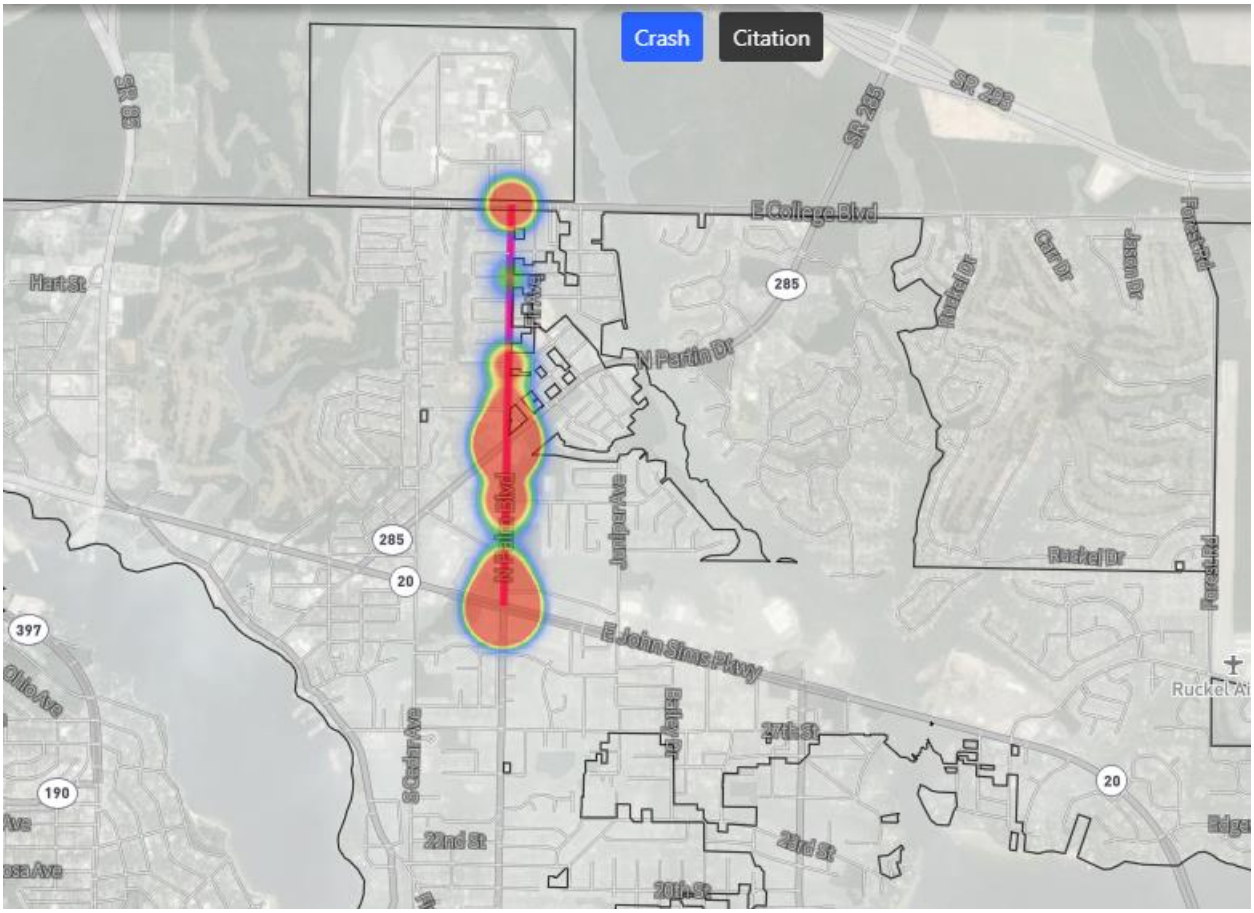


Alcohol Involved



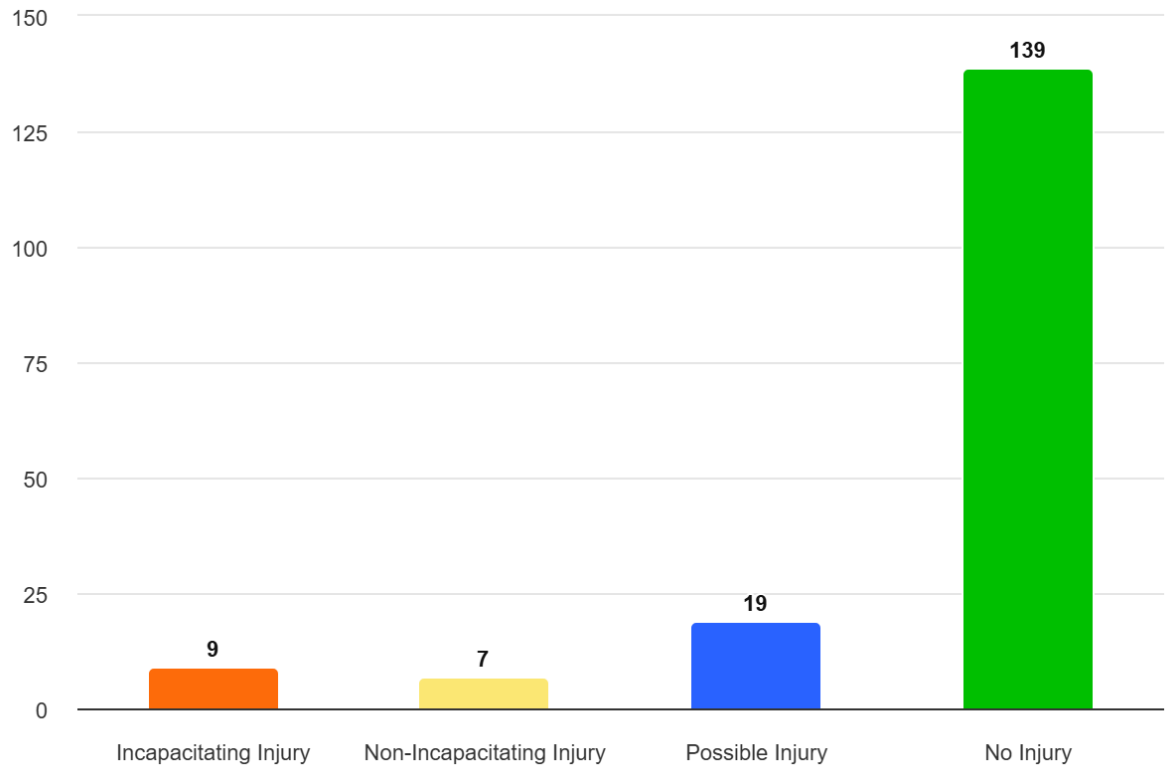

Night
Day


Angle
Animal
Bicycle
Head On
Left Turn
Off Road
Other
Pedestrian
Rear End
Right Turn
Rollover
Sideswipe
Unknown
Crash Type
Fatal
Incapacitating Injury
Non-Incapacitating Injury
Possible Injury
No Injury
Non-Traffic Fatal
Crash Severity

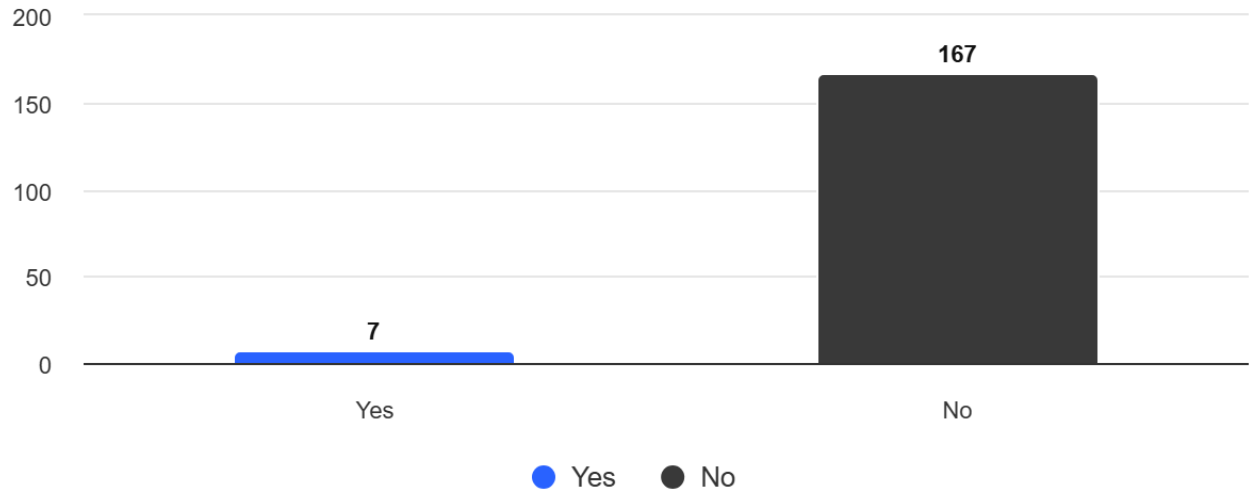


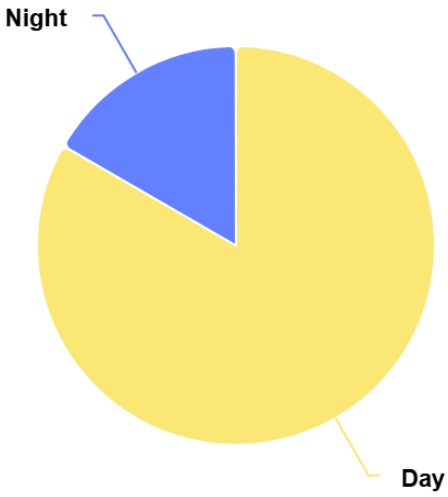
	Total	Fatal Crashes	Serious Injury	Injury Crashes	Property Damage
Crashes	174	0	9	26	139
Fatalities (within 30 days)	0	0	0	0	0
Incapacitating Injuries	10	0	10	0	0
Non-Incapacitating Injuries	9	0	1	8	0
Possible Injuries	26	0	4	22	0
No Injuries	424	0	12	36	376
Non-Traffic Fatalities	0	0	0	0	0

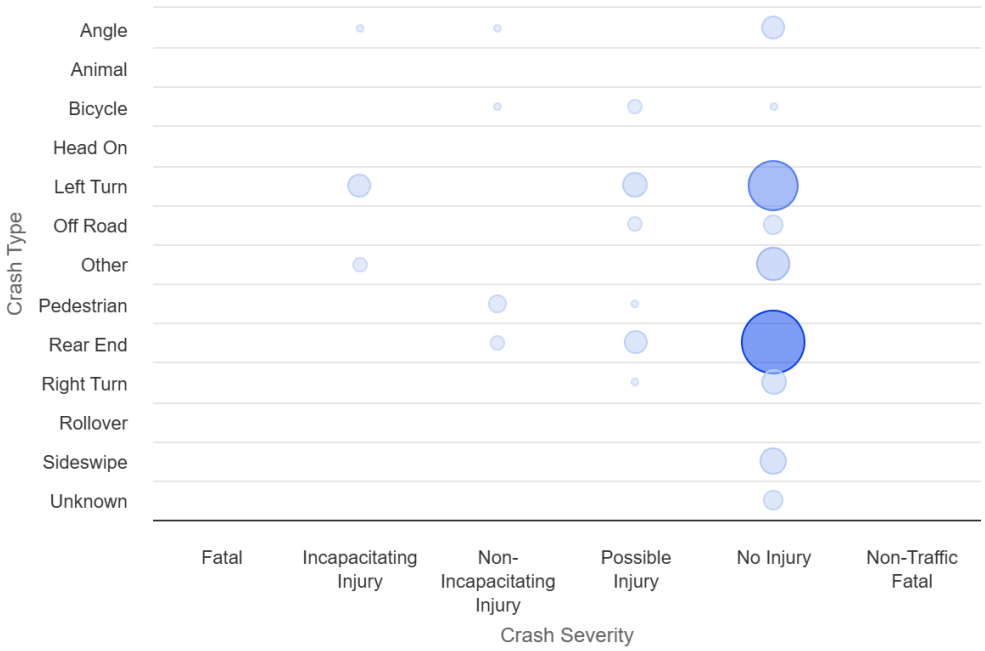
Crash Severity



Alcohol Involved




Night
Day


Angle
Animal
Bicycle
Head On
Left Turn
Off Road
Other
Pedestrian
Rear End
Right Turn
Rollover
Sideswipe
Unknown
Crash Type
Fatal
Incapacitating Injury
Non-Incapacitating Injury
Possible Injury
No Injury
Non-Traffic Fatal
Crash Severity

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

1. **Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- ● Local government (e.g., county, city, village, town, etc.).

  Regional transportation authority or transit agency.

  Natural resource or public land agency.

  School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

  Recognized Tribal Government.

  Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

  Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

  FDOT (only by request of another eligible entity, then enter the requesting entity). If "checked", enter the requesting entity in the space provided. (Word limit 5)

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

   Walton County Board of County Commissioners

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

   Anna Hudson, P.E.; Long Range Infrastructure Program Engineer

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

   850-892-8108; anna.hudson@mywaltonfl.gov

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

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

- **LAP Full Certification**

  Provide:

  Approval Date: January 18, 2023 and Expiration Date: June 30, 2025

  Responsible Charge Name: Anna Hudson, P.E.

LAP Project Specific Certification

Provide:

Approval Date: Project FM(s) Number:

Responsible Charge Name:

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide: Sponsoring Agency Name: Contact Name:

Address: Phone:

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).
   Walton Rd Multi-Use Path (US 331 to 20th St)

2. **Is this a resubmittal of a previously unfunded project?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).

   Yes ● No

3. **Does this project connect a previously funded project(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).

   ● Yes No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).

   Yes ● No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

   The proposed project request is for the construction funds of a eight (8) ft multi-use path located along the south side right-of-way of Walton Rd from the intersection of US 331 to the intersection of 20th Street, approximately 1.2 miles. Design of the multi-use path has recently been completed. The County previously funded the design and construction of a multi-use path along Walton Rd from the intersection of 20th Street to SR 83. Additionally, the construction phase of a sidewalk along 20th Street, from the intersection of Walton Rd to the Emerald Coast Technical College is currently underway. The proposed multi-use path, in conjunction with the existing pedestrian facilities, will provide pedestrian access and improve pedestrian safety to several schools,some commercial businesses, a large park, a church and multiple residential neighborhoods.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

   City of DeFuniak Springs (Walton Rd is a County facility located within municipal limits)

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

   Walton County

3. **Roadway Classification**

	Yes	No	State roadway (on-system)
	Yes	No	Federal roadway
●	Yes	No	Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

   Walton Rd

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

   Western Limit: US 331 Intersection with Walton Rd

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

   Eastern Limit: 20th Street Intersection with Walton Rd

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

   approximately 1.2 miles (6,336 ft)

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

   Yes ● No N/A

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select "no" and indicate N/A in the space provided. If so, select "yes", and briefly explain. (Word limit 50).

   Yes ● No N/A- Current construction of a sidewalk along 20th Street (adjacent to the intersection connecting this project) is currently underway with funding allocated though a legislative appropriation but no future funds have been allocated for this project or any adjacent project.

PART 5 – PROJECT TYPE

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

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

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

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

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

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

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

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

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

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If "yes", list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If "yes", list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If "yes", list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If "yes", list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If "yes", list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If "yes", list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If "yes", list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If "yes", list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

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

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

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

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

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

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

Number of bicycle rodeos.

Number of pedestrian safety skills events.

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

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

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

PART 6 – AREA CONDITIONS

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

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

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

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

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

   Urban Area with a population greater than 200,000

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

   ● Yes No Okaloosa-Walton TPO

3. **Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the TMA in the space provided. (Word limit 5).

   ● Yes No Okaloosa- Walton TPO

4. **Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select "no", and indicate N/A in the space provided. If so, select "yes" and indicate the REDI / RAO in the space provided. (Word limit 5)

   ● Yes No Walton County is REDI Community & within limits of RAO

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

   District 2

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

   Yes No N/A

7. **Are there transit stops / shelters / support facilities within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the identification number. (Word limit 5).

   Yes ● No N/A

8. **Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?**

   Yes ● No

9. **Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?**

   Yes ● No

10. **Would the project implement a bicycle or pedestrian action plan(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption. (Word limit 5).

    Yes ● No N/A

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

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. **Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement?** If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided. (Word limit 10).

   ● Yes No County/City identified project need; Discussed at BCC, TAC and other mtgs

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

   ● Yes No Project included as part of Transportation Advisory Committee discussion & needs list

3. **Was there an advertised public meeting to discuss the project?** If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided. (Word limit 10).

   ● Yes No Project discussed at multiple County Transportation Advisory Committee Mtgs & BCC

4. **Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If "yes", briefly explain. If "no", indicate N/A in the space provided. (Word limit 10).

   Yes ● No N/A

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

● Yes No Meets County Comp Plan; Included in County Mobility Plan & OW-TPO Needs List

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

PART 9 – ENVIRONMENTAL CONDITIONS

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

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

   Yes ● No

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

   Yes ● No N/A

3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate railway facility. (Word limit 5).

   Yes ● No N/A

4. **Does the project physically cross a railway facility?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the crossing's railway identification number, and beginning and ending mile points. (Word limit 5).

   Yes ● No N/A

5. **Would the project provide lighting at locations with nighttime crashes?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe the proposed lighting in the space provided. (Word limit 5).

   Yes ● No N/A

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

   Yes ● No N/A

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided. (Word limit 10).

   Yes ● No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown". (Word limit 5).

   Yes ● No Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown". (Word limit 5).

   Yes ● No Unknown N/A

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided. (Word limit 5).

    Yes ● No N/A

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways. (Word limit 5).

    Yes ● No N/A

12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

    Yes ● No N/A

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    Yes ● No Unknown N/A

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    Yes ● No Unknown N/A

15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown" (Word limit 5).

    Yes ● No Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. **Are signed and sealed design plans available for this project?**
   - ● Yes ○ No

2. **If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status.** (Word limit 100).

   ○ No design plans ○ 30% design plans ○ 60% design plans ○ 90% design plans

   ● Other:

   Project has 100% design plans completed.

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

   The Walton Rd Multi-Use Path design plans were completed, signed and sealed, and provided to the County in August 2024 along with an associated cost estimate. Plans have been reviewed by FDOT thought the ERC process and all comments were addressed by the County's Consultant, as it was a requirement of the FDOT funding agreement (legislative appropriation) for the design of Walton Rd, from 20th Street to US 331, design of 20th Street, from Walton Rd to US 90 and for the construction of 20th Street Phase 1, from Walton Rd to the Emerald Coast Technical College.

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

PART 11 – OWNERSHIP / ROW STATUS

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

   Yes ● No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.** (Word limit 150).

   This project is located along existing County right-of-way (Walton Rd) and within existing State right-of-way (US 331 intersection). A survey of the existing right-of-way limits was done as part of the development of the design plans and is incorporated into the construction plan set.

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

PART 12 – PROJECT IMPLEMENTATION AND COSTS

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

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

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.
1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs ($)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate ($)
		Start (mm/yy)	End (mm/yy)	TA Program ($)	Other Federal ($)	Non-TA/ Local Funds ($)	Other ($)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction	✓			$1,199,781				$1,199,781
CEI	✓			$143,974				$143,974
Other costs (describe)								
							Total Infrastructure Project Cost Estimate	

***** Note: applications for infrastructure projects do not need to fill out this page*****

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES

FDOT Transportation Alternatives Program:
https://www.fdot.gov/planning/systems/systems-management/tap

FDOT Local Agency Program Manual:
http://www.fdot.gov/programmanagement/LP/Default.shtm

FDOT Office of Environmental Management PD&E Manual:
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Basis of Estimates Manual:
https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual

Florida Safe Routes to School Guidelines:
https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Walton Rd Multi-Use Path (US 331 to 20th St)

LOCATION: DeFuniak Springs, Walton County, FL

PROJECT LIMITS: (from south or west limit) Western Limit: Intersection of US 331 & Walton Rd

(to north or east limit) Eastern Limit: Intersection of 20th Street & Walton Rd

By checking the box you agree to do the following:

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

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

Anna Hudson

* Signature

Anna N. Hudson

Name (please type or print)

Long Range Infrastructure Program Engineer

Title

1/7/25

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3
Donna Johns, District 4
Tony Anderson, District 5

P.O. Box 1355
DeFuniak Springs, FL 32435
Phone: (850) 892-8155
Fax: (850) 892-8454
www.co.walton.fl.us

To Whom It May Concern:

At its regular meeting held on November 26, 2024, the Board of County Commissioners of Walton County authorized Anna Hudson, Long Range Infrastructure Program Engineer, to apply for and administer, execute any subsequent reports, forms, or documents required by the Transportation Alternative (TA) Grant program application, for the Walton Road Multi Use Path from US Highway 331 to 20th Street Project, on behalf of Walton County.

Should you have any questions, please let me know.

Sincerely,

Tony Anderson

Print Name: Anthony "Tony" Anderson
Chairman
Walton County Board of County Commissioners

CC: Stan Sunday, Walton County Administrator
Anna Hudson, P.E., Walton County Engineering
Cindy Selph, Walton County Grants Coordinator

WALTON COUNTY PUBLIC WORKS
ENGINEER'S ESTIMATE OF PROBABLE COST
FOR CONTRACT TWO 23-04

LEAD PROJECT : 450942-1	DISTRICT: 03	WALTON TWO: 23-04	Final Cost Estimate Walton Rd MUP
PROJECT(S) : 450942-1	COUNTY : WALTON		

0001 SUMMARY OF ROADWAY

SPC	ALT	ITEM NUMBER	ITEM DESCRIPTION	UNIT	TWO 06-007	OTHER	TOTAL	Unit Price	Est. Cost
		0101- 1-	MOBILIZATION (450942-1)	LS	1.000		1.000	$ 55,545.39	$ 55,545.39
		0102- 1-	MAINTENANCE OF TRAFFIC (450942-1)	LS	1.000		1.000	$ 33,327.24	$ 33,327.24
		0102- 60-	WORK ZONE SIGN	ED	7200.000		7200.000	$ 0.28	$ 2,016.00
		0102- 74- 1	CHANNELIZING DEVICE, TYPES I, II, DI, VP, DRUM, OR LCD	ED	23220.000		23220.000	$ 0.12	$ 2,786.40
		0102- 74- 6	CHANNELIZING DEVICE, PEDESTRIAN LCD	ED	1080.000		1080.000	$ 0.12	$ 129.60
		0102- 99-	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY	ED	388.000		388.000	$ 11.78	$ 4,570.64
		0104- 10- 3	SEDIMENT BARRIER	LF	3809.000		3809.000	$ 2.56	$ 9,751.04
		0104- 15-	SOIL TRACKING PREVENTION DEVICE	EA	2.000		2.000	$ 4,805.52	$ 9,611.04
		0104- 18-	INLET PROTECTION SYSTEM	EA	1.000		1.000	$ 188.66	$ 188.66
		0107- 1-	LITTER REMOVAL AND DISPOSAL	AC	4.895		4.895	$ 51.64	$ 252.78
		0107- 2-	MOWING	AC	4.895		4.895	$ 60.28	$ 295.07
		0110- 1- 1	CLEARING AND GRUBBING	AC	2.021		2.021	$ 70,971.08	$ 143,432.55
		0110- 4- 10	REMOVAL OF EXISTING CONCRETE	SY	253.000		253.000	$ 52.87	$ 13,376.11
		0110- 7- 1	MAILBOX, F&I, SINGLE	EA	17.000		17.000	$ 318.88	$ 5,420.96
		0120- 1-	REGULAR EXCAVATION	CY	524.860		524.860	$ 19.34	$ 10,150.79
		0120- 6-	EMBANKMENT	CY	249.320		249.320	$ 24.64	$ 6,143.24
		0160- 4-	TYPE B STABILIZATION	SY	6440.000		6440.000	$ 10.32	$ 66,460.80
		0285-701-	OPTIONAL BASE, BASE GROUP 01	SY	6014.000		6014.000	$ 30.84	$ 185,471.76
		0285-709-	OPTIONAL BASE, BASE GROUP 09	SY	193.000		193.000	$ 38.68	$ 7,465.24
		0327- 70- 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	42.000		42.000	$ 2.90	$ 121.80
		0334- 1- 12	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	TN	614.080		614.080	$ 149.79	$ 91,983.04
		0400- 0- 11	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011	CY	30.010		30.010	$ 1,072.62	$ 32,189.33
		0425- 1-521	INLETS, DT BOT, TYPE C,<10'	EA	10.000		10.000	$ 6,782.44	$ 67,824.40
		0425- 1-541	INLETS, DT BOT, TYPE D, <10'	EA	1.000		1.000	$ 8,200.12	$ 8,200.12
		0425- 2- 71	MANHOLES, J-7, <10'	EA	5.000		5.000	$ 13,883.47	$ 69,417.35
		0430-175-118	PIPE CULVERT, OPT MAT, ROUND, 18" S/CD	LF	1432.000		1432.000	$ 146.60	$ 209,931.20
		0430-175-218	PIPE CULVERT,OPTIONAL MATERIAL,OTHER-ELIP/ARCH, 18"S/CD	LF	192.000		192.000	$ 228.21	$ 43,816.32
		0430-175-224	PIPE CULVERT,OPTIONAL MATERIAL,OTHER SHAPE-ELIP/ARCH, 24"S/CD	LF	4.000		4.000	$ 291.71	$ 1,166.84
		0430-524-102	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 0 DEGREES, ELLIPTICAL	EA	1.000		1.000	$ 6,996.00	$ 6,996.00
		0515- 1- 1	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	LF	475.000		475.000	$ 149.50	$ 71,012.50
		0522- 1-	CONCRETE SIDEWALK, 4" THICK	SY	8.000		8.000	$ 74.62	$ 596.96
		0522- 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	43.000		43.000	$ 94.98	$ 4,084.14
		0527- 2-	DETECTABLE WARNINGS	SF	40.000		40.000	$ 39.54	$ 1,581.60
		0570- 1- 2	PERFORMANCE TURF, SOD	SY	5457.000		5457.000	$ 4.35	$ 23,737.95
		0700- 1- 11	SINGLE POST SIGN, GROUND, <12 SF	AS	4.000		4.000	$ 521.70	$ 2,086.80
		0700- 1- 50	SINGLE POST SIGN, RELOCATE	AS	6.000		6.000	$ 347.44	$ 2,084.64
		0710- 11-123	PAINTED PAVT MARKING, WHITE, SOLID, 12"	LF	885.000		885.000	$ 1.48	$ 1,309.80
		0710- 11-125	PAINTED PAVT MARKING, WHITE, SOLID, 24"	LF	159.000		159.000	$ 2.61	$ 414.99
		0711- 11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND	LF	885.000		885.000	$ 4.07	$ 3,601.95
		0711- 11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND	LF	159.000		159.000	$ 7.72	$ 1,227.48

Subtotal	$ 1,199,780.53
20% Contingency	$ 239,956.11
Est. Total	$ 1,439,736.64

*Note: Unit price info obtained from FDOT 6 month statewide averages unless otherwise noted. Not a guarantee of unit price at bid.

John Fielding, PE, PTOE, RSP2i
Panhandle Engineering Construction, Inc.

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3
Donna Johns, District 4
Tony Anderson, District 5

P.O. Box 1355
DeFuniak Springs, FL 32435
Phone: (850) 892-8155
Fax: (850) 892-8454
www.co.walton.fl.us

RESOLUTION 2024- 606

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE WALTON ROAD MULTI-USE PATH FROM US 331 TO 20TH STREET AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

WHEREAS, the Florida Department of Transportation (FDOT) administers federal funding known as the Transportation Alternatives Set-Aside Program on behalf of the United States Department of Transportation, Federal Highway Administration's Surface Transportation Block Grant in which a portion of those allocations are for transportation alternatives or enhancements; and

WHEREAS, FDOT is accepting funding applications for small-scale transportation projects for the Transportation Alternatives Set-Aside Program for inclusion in the Tentative Work Program development cycle through Fiscal Years 2026-2031; and

WHEREAS, to obtain a grant from the Transportation Alternatives Set-Aside Program, the County is supporting improvements within the Walton Road right-of-way to expand pedestrian facilities to enhance safety.

NOW THEREFORE BE IT RESOLVED by the Walton County Board of County Commissioners at its regular meeting held on November 26, 2024, the Board hereby endorses their commitment of infrastructure improvements for pedestrians and bicyclists as part of the Walton Road Multi-Use Path Project as a priority project for the County and should the County be awarded a Transportation Alternative Set-Aside grant for the construction phase, the County hereby endorses their commitment to the project's implementation, construction, maintenance and financing.

Approved and effective this 26th day of November, 2024.

Attest:

for Loretta A. Fair

Alex Alford, Clerk of Court
and Comptroller

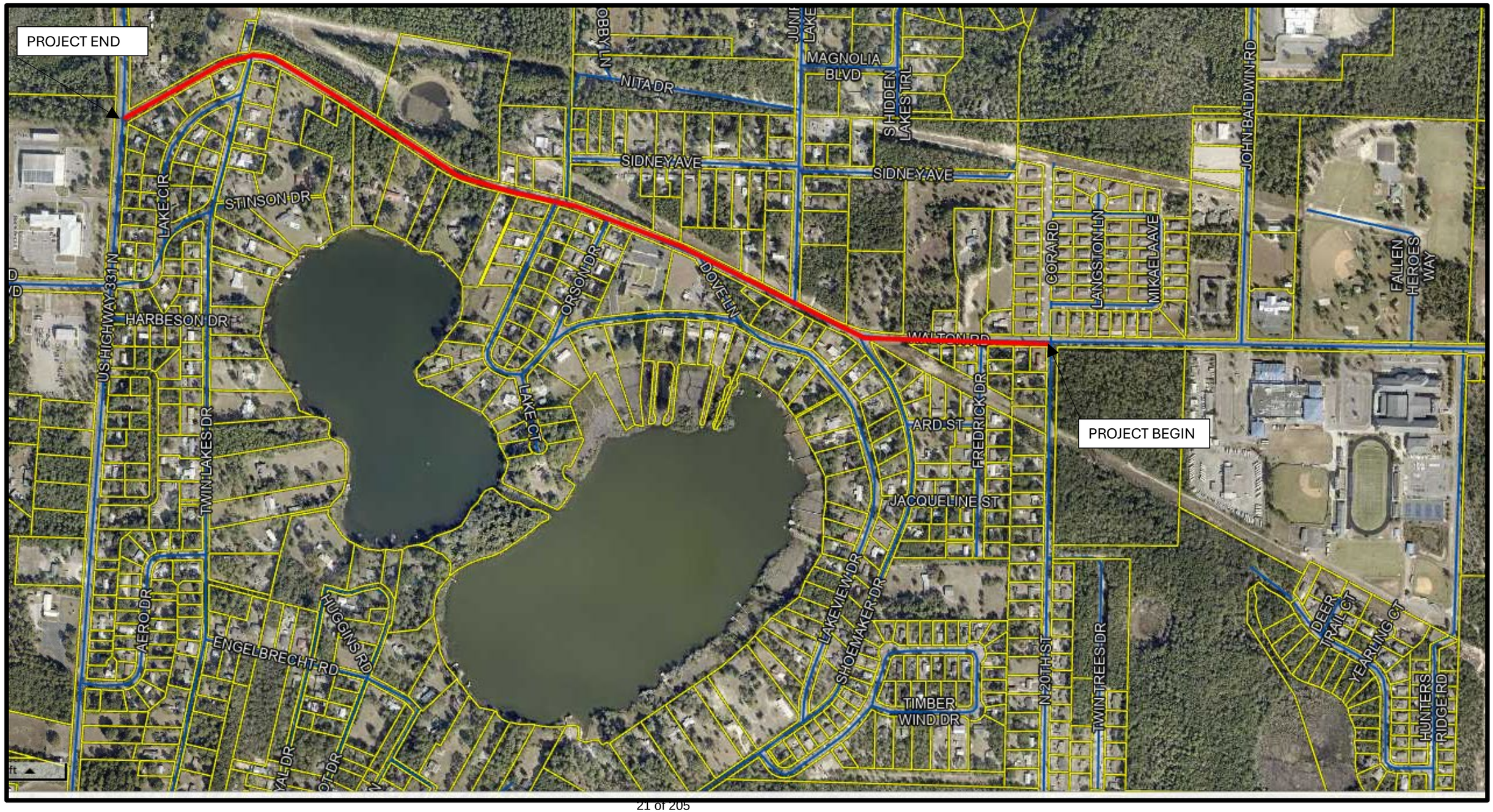
By: Tony Anderson

Print Name: Anthony "Tony" Anderson
Chairman
Walton County Board of County Commissioners

SEAL
COUNTY COMMISSIONERS
WALTON COUNTY FLORIDA

WALTON RD MULTI-USE PATH PROJECT

Limits: US 331 to 20th Street Intersection
(Approximately 1.2 mile)



CONTRACT PLANS COMPONENTS

ROADWAY PLANS

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

CONTRACT PLANS

A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

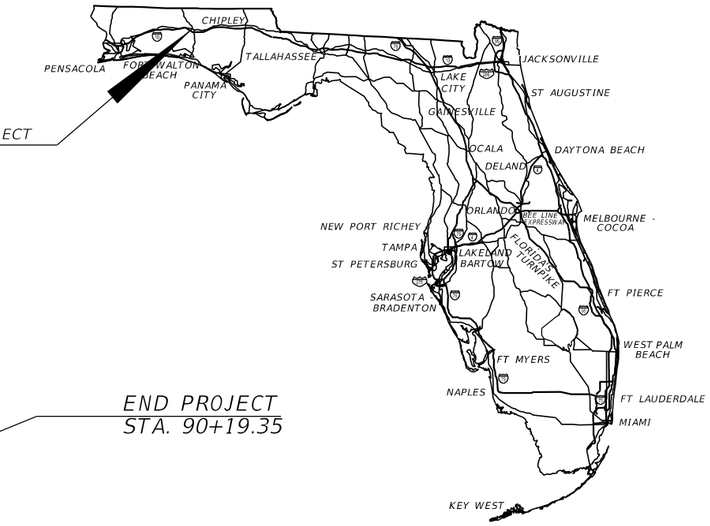
INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2 - 3	DRAINAGE MAP
4	TYPICAL SECTION
5 - 6	PROJECT LAYOUT
7	GENERAL NOTES
8 - 17	ROADWAY PLAN
18	PROJECT DETAILS
19 - 39	CROSS SECTIONS
40 - 41	STORMWATER POLLUTION PREVENTION PLAN
42	TEMPORARY TRAFFIC CONTROL PLAN

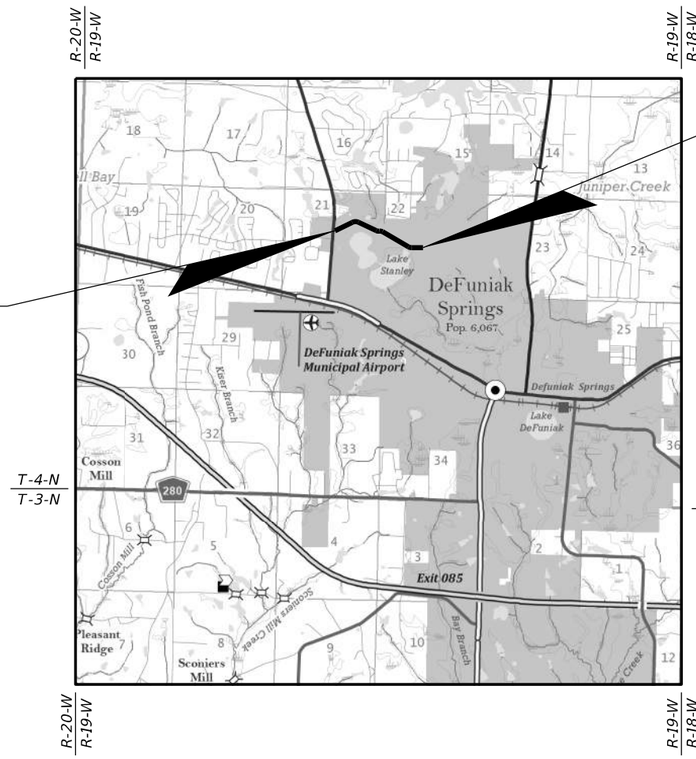
FINANCIAL PROJECT ID 450942-1-54-01

WALTON ROAD MULTI-USE PATH

FROM US HWY 331 TO 20TH STREET



LOCATION OF PROJECT



BEGIN PROJECT
STA. 30+07.93

END PROJECT
STA. 90+19.35

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2024-25 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 - -

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, FY 2024-25 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

JOHN C. FIELDING
LICENSE
No 79082
STATE OF FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES

ENGINEER OF RECORD:

JOHN C. FIELDING, P.E., PTOE
P.E. LICENSE NUMBER 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FLORIDA 32446
(850)526-2291
WALTON COUNTY TASK ORDER 23-04
VENDOR NO.: 45-2846275

WALTON COUNTY PROJECT MANAGER:

ANNA HUDSON, P.E.
(850) 892-8108

FINAL PLANS
AUGUST 2024

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
TBD	25	1

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
					WALTON RD	WALTON	450942-1-54-01		

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			DRAINAGE MAP	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
					WALTON RD	WALTON	450942-1-54-01		

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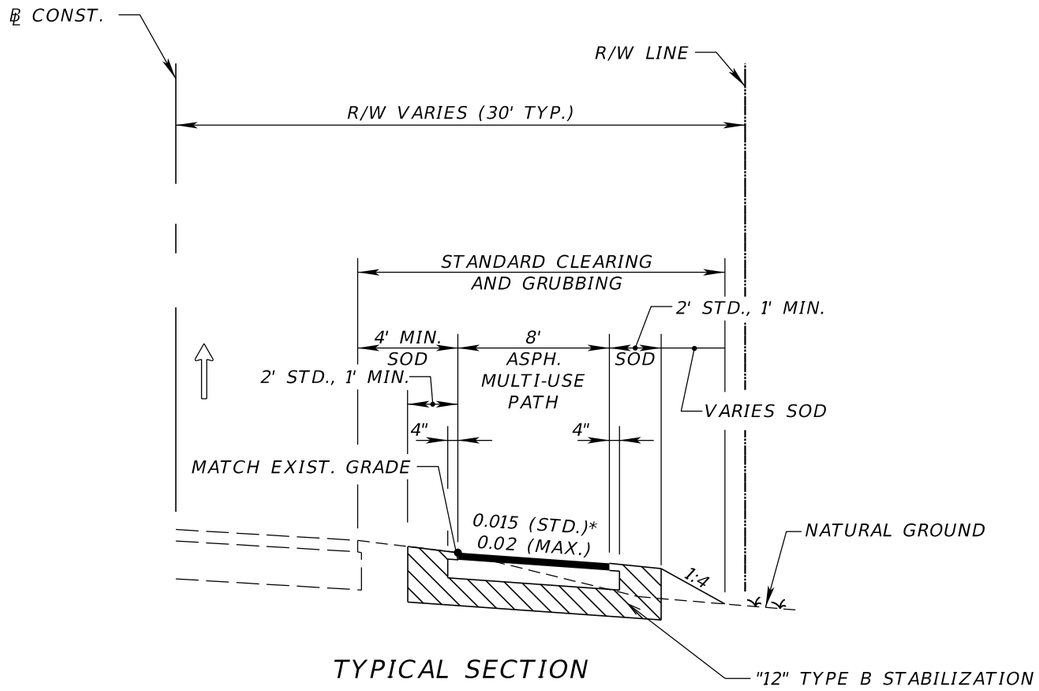
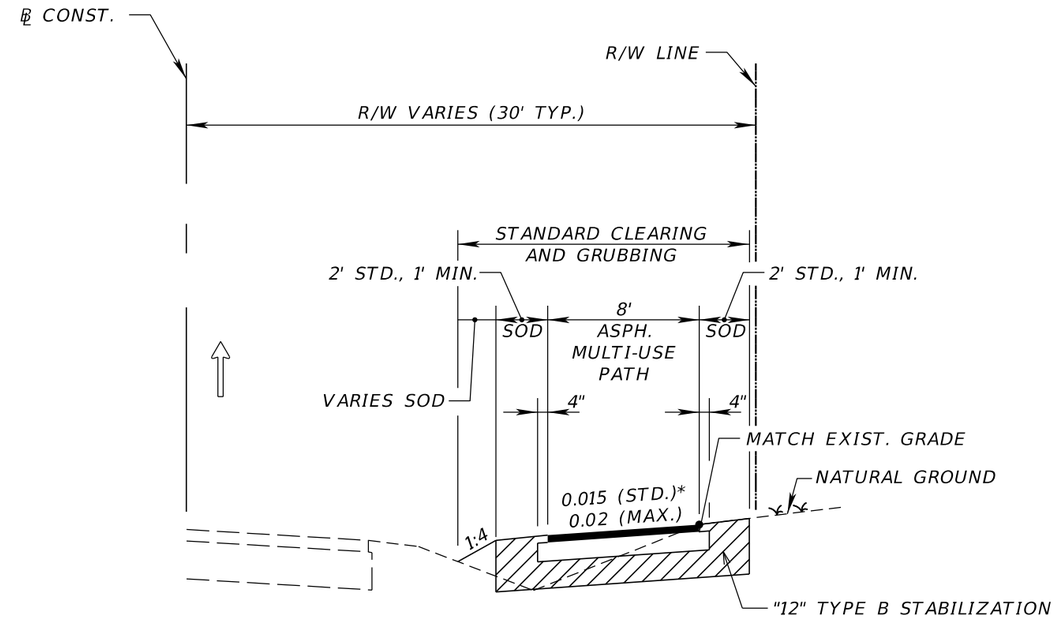


TYPICAL SECTION
WALTON ROAD
FRONT OF PATH ON GRADE
STA. 36+60.41 TO STA. 38+62.57
STA. 47+00.95 TO STA. 89+41.21
**SEE CROSS SECTIONS FOR*
TRAIL AND GRADING SLOPES

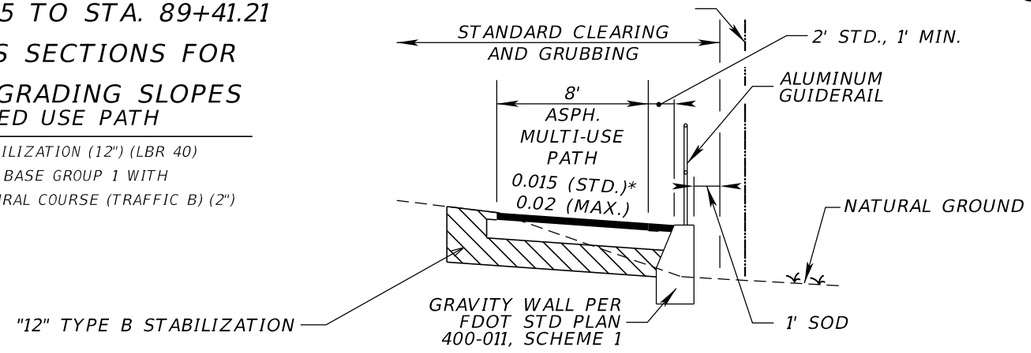
SHARED USE PATH

TYPE B STABILIZATION (12") (LBR 40)
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC B) (2")



TYPICAL SECTION
WALTON ROAD
BACK OF PATH ON GRADE
STA. 30+07.93 TO STA. 36+60.41
STA. 38+62.57 TO STA. 47+00.95
**SEE CROSS SECTIONS FOR*
TRAIL AND GRADING SLOPES

R/W LINE



EXTEND PAVEMENT TO GRAVITY WALL

TYPICAL SECTION DETAIL: GRAVITY RETAINING WALL
STA. 52+80.00 TO STA. 53+80.00
STA. 74+85.00 TO STA. 76+50.00
STA. 79+00.00 TO STA. 81+10.00

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 3600
ESTIMATED OPENING YEAR = 2025 AADT = 3600
ESTIMATED DESIGN YEAR = 2045 AADT = 4400
K = 9% D = 61.4% T = 8.7% (24 HOUR)
DESIGN HOUR T = 8.7%
DESIGN SPEED = 40 MPH
CLEAR ZONE = 16'

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
					WALTON RD	WALTON	450942-1-54-01		

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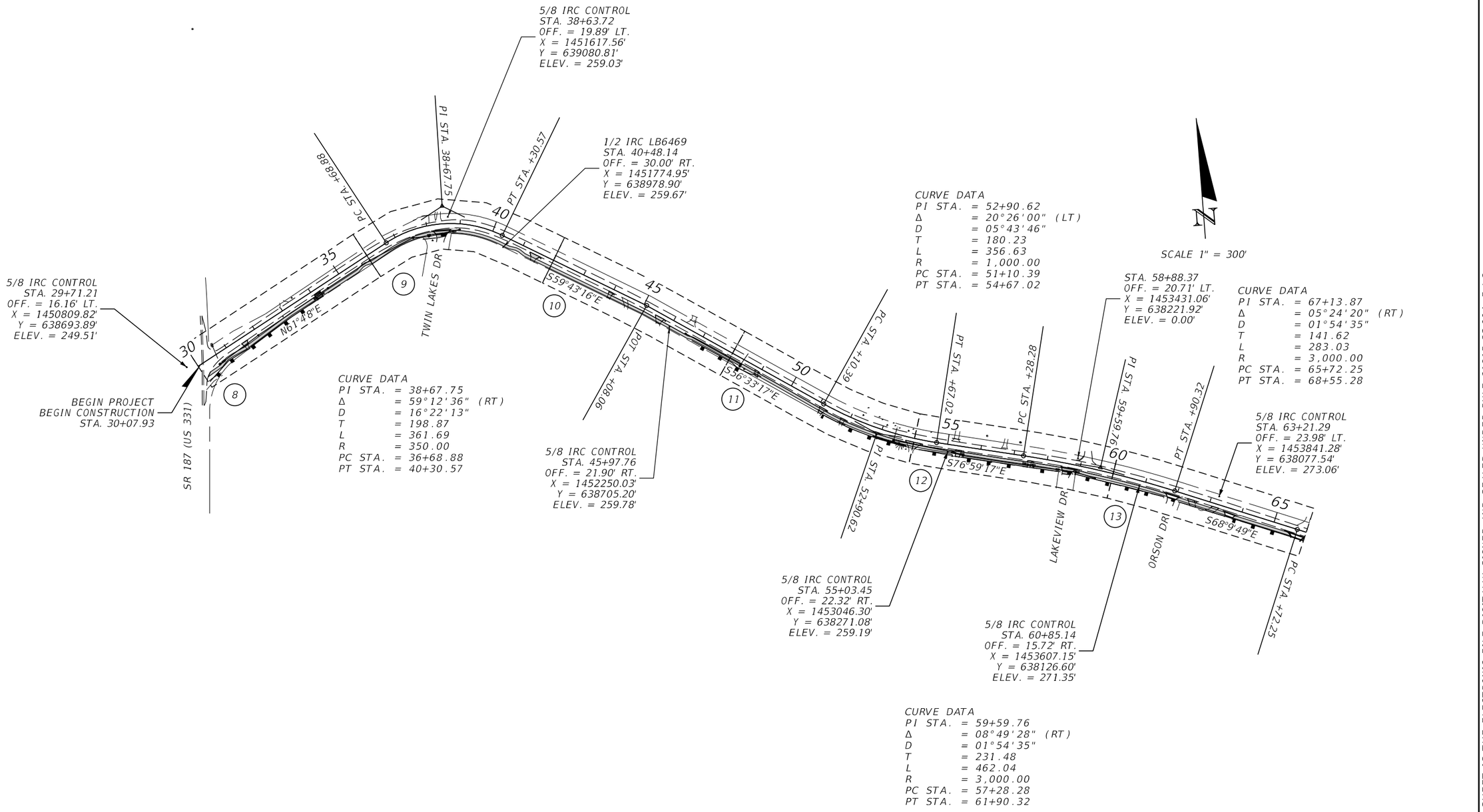

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			PROJECT LAYOUT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
					WALTON RD	WALTON	450942-1-54-01		

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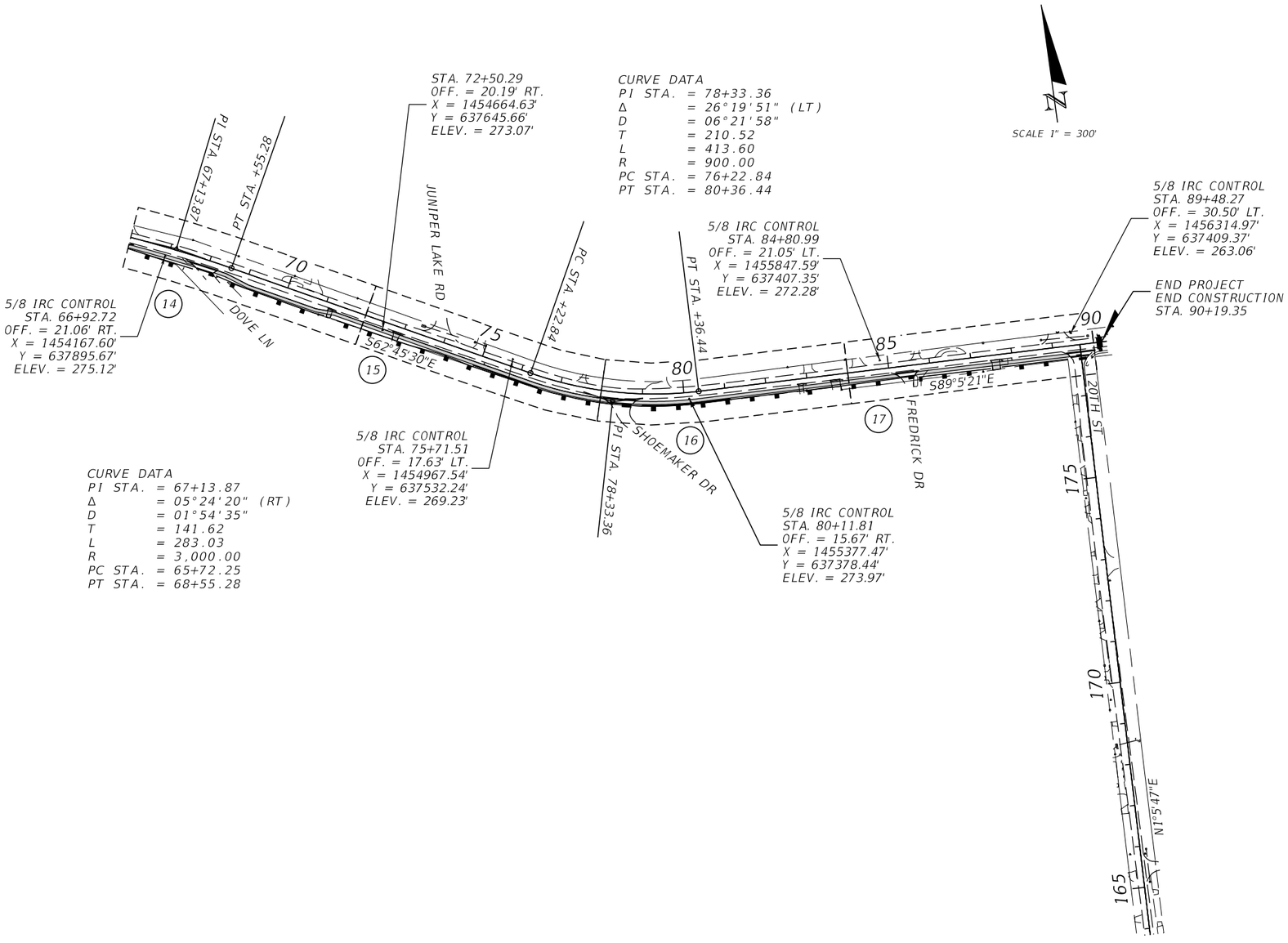

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			PROJECT LAYOUT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6
					WALTON RD	WALTON	450942-1-54-01		

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PROJECT NOTES:

1. NOTIFY THE PROEJCT ADMINISTRATOR OR DESIGNER 48 HOURS PRIOR TO CONSTRUCTION.
2. THE LOCATIONS SHOWN FOR EXISTING UTILITIES ARE APPROXIMATE. DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA.
3. PATCH OR RECONSTRUCT ALL ROADS DAMAGED BY CONSTRUCTION.
4. TAKE ALL STEPS NECESSARY TO PREVENT EROSION AND ANY OFFSITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER, EROSION, AND SEDIMENT CONTROL INSPECTORS MANUAL, LATEST EDITION. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED SOIL AREAS ARE STABILIZED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
5. OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION. ANY REQUIRED WETLAND OR STORMWATER PERMITS WILL BE OBTAINED BY THE COUNTY PRIOR TO CONSTRUCTION.
6. PRESERVE OR RELOCATE ALL BENCHMARKS AS NEEDED DURING CONSTRUCTION. ANY PUBLIC LAND CORNER MONUMENTS WITHIN THE PROJECT LIMITS SHALL BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, NOTIFY THE ENGINEER AND COUNTY SURVEYOR IMMEDIATELY.
7. EXISTING DRAINAGE FEATURES SHALL REMAIN UNLESS OTHERWISE NOTED.
8. EXERCISE CAUTION WHEN WORKING WITHIN THE VICINITY OF OVERHEAD TRANSMISSION LINES OR UNDERGROUND UTILITIES.
9. MAINTAIN ACCESS TO SIDE STREETS AND DRIVEWAYS DURING CONSTRUCTION.
10. MAINTAIN THE VISIBILITY OF STREET NAME SIGNS DURING CONSTRUCTION TO FACILITATE EMERGENCY VEHICLE ACCESS AND ROUTING. REPLACE ANY SIGNS DAMAGED BY CONSTRUCTION OPERATIONS.
11. MAINTAIN ONE LANE OF TRAVEL AT ALL TIMES. OBTAIN THE APPROVAL OF THE PROJECT ADMINISTRATOR PRIOR TO ANY LANE CLOSURES.
12. RESTORE VEGETATION ON R/W AND EASEMENTS VIA SOD STRIPS UNLESS OTHERWISE NOTED IN THE PLANS.
13. REPLACE EXISTING MAILBOXES DAMAGED BY CONSTRUCTION.
14. VERIFY AND FIELD STAKE THE LOCATION OF THE LIMITS OF CONSTRUCTION AND FRONT SLOPE PRIOR TO PLACING DRAINAGE STRUCTURES.
15. NOTIFY ALL UTILITY OWNERS AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION BY CALLING SUNSHINE ONE CALL 811 OR 800-432-4770 SO THE UTILITY OWNERS CAN SPOT VERIFY AND/OR EXPOSE UTILITIES.

UTILITY OWNERS:

COMPANY	CONTACT	PHONE
CITY OF DEFUNIAK SPRINGS	MICHAEL HARGROVE	850-892-8415
CHELCO, INC.	DERRICK MARSHALL	850-307-1199
CENTURYLINK	BILL MCCLOUD	850-599-1444
FLORIDA POWER & LIGHT	USIC DISPATCH	800-778-9140
AT&T DISTRIBUTION	DINO FARRUGGIO	561-683-2729
UNITI FIBER	CHARLIE CROFT	251-214-7059
CHARTER SPECTRUM	MICHAEL GRISSETT	334-676-4901

SURVEY NOTES:

1. ALL SURVEY INFORMATION WAS OBTAINED FROM A LICENSE FLORIDA PROFESSIONAL SURVEYOR AND MAPPER AND UTILIZED AS SUPPORTING DATA IN THE PRODUCTION OF DESIGN PLANS AND FOR CONSTRUCTION ON SUBJECT PROJECT. THE PROFESSIONAL SURVEYOR AND MAPPER OF RECORD IS:

   LEE ANDERSON, P.S.M.
   P.S.M. NO. LS6746
   SOUTHEASTERN SURVEYING AND MAPPING CORPORATION (SSMC)
   1130 US HWY 90
   CHIPLEY, FL 32428
   (850) 638-0790

2. THE RIGHT OF WAY DEPCITED WITHIN THIS DRAWING IS BASED UPON THE EXISTING APPARENT ROADWAY MAINTENANCE, FOUND MARKERS AND MONUMENTS, AND THE LIMITED RECORDED DOCUMENTS AND MAPS PROVIDED TO SSMC BY WALTON COUNTY. THE PROVIDED DOCUMENTS AND MAPS DO NOT COVER THE ENTIRE RIGHT OF WAY FOR THIS PROJECT, ARE LIMITED IN SCOPE AND ARE AMBIGUOUS IN MANY PLACES. IN AREAS WHERE THE RECORDED INFORMATION IS INCOMPLETE, AMBIGUOUS, OR DOES NOT MATCH THE EXISTING ROADWAY BY A SUBSTANTIAL AMOUNT, THE EXISTING APPARENT ROADWAY MAINTENANCE, EXISTING RIGHT OF WAY MARKERS AND MONUMENTS, AS WELL AS THE EXISTING ROADWAY ITSELF WAS HELD TO CALCULATE THIS RIGHT OF WAY.

   A MAJOR EXAMPLE OF AMBIGUITY IN THE PROVIDED RECORDS IS THE AREA WHERE THE RECORDED RIGHT OF WAY DESCRIPTION (WALTON COUNTY O.R. BOOK 15, PAGE 44) DIFFERS SUBSTANTIALLY FROM THE EXISTING ROADWAY IN THE PORTION OF NORTH 20TH STREET THAT FALLS WITHIN THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 3 NORTH, RANGE 19 WEST. WITHIN THE RECORDED RIGHT OF WAY DESCRIPTION IN WALTON COUNTY O.R. BOOK 15, PAGE 44, THE DISTANCE BETWEEN THE P.T. OF THE FIRST CURVE IN THIS SECTION AND THE P.C. OF THE SECOND CURVE IS 1,349.91', BUT THE ACTUAL DISTANCE BASED UPON THE EXISTING ROADWAY AND FOUND MARKERS AND MONUMENTS IS ONLY 1,053.56'. IF YOU WERE TO HOLD THE DESCRIPTION DISTANCE THE RIGHT OF WAY LEAVES THE EXISTING ROADWAY AND WOULD PASS THROUGH AT LEAST ONE EXISTING HOUSE.

UTILITY ADJUSTMENT NOTES:

1. THE CITY OF DEFUNIAK SPRINGS WILL ADJUST THE LOCATION OF WATER METERS, WATER VALVES, SEWER VALVES, AND GAS VALVES IN CONFLICT WITH PROPOSED CONSTRUCTION. CONTACT THE CITY UTILITIES DEPARTMENT AT (850) 892-8534 TO SCHEDULE ADJUSTMENTS AS NEEDED. CITY OWNED WATER METERS ARE ANTICIPATED TO BE RELOCATED PRIOR TO SIDEWALK CONSTRUCTION. STAKE THE LOCATION OF SIDEWALK AND GRADING LIMITS AND CONTACT THE CITY TO RELOCATE WATER METERS IDENTIFIED IN CONFLICT WITH PROJECT STAKEOUT. VALVE ADJUSTMENTS WILL BE PERFORMED CONCURRENT TO CONSTRUCTION. CONTACT THE CITY FOR VALVE ADJUSTMENTS ONCE THE LIMITS OF THE SIDEWALK AND THE FINAL GRADE FORMS ARE IN PLACE.
2. DUE TO SOIL EROSION, THE DEPTH OF NATURAL GAS FACILITIES IS SHALLOW WITHIN SWALE AREAS. EXERCISE EXTREME CAUTION FOR EXCAVATION IN AREAS OF GAS FACILITIES.
3. RELOCATE UTILITY MARKERS IMPACTED BY CONSTRUCTION TO THE NEAREST AVAILABLE LOCATION PERPENDICULAR TO THE EXISTING MARKER AND NOTIFY THE OWNER OF THE IMPACT AND FINAL POSITION FOR THE MARKER. RELOCATION OF MARKERS IS CONSIDERED INCIDENTAL TO CONSTRUCTION. DOCUMENT THE CONDITION, ORIGINAL POSITION, AND FINAL POSITION OF MARKERS TO BE RELOCATED AND NOTIFY THE COUNTY PROJECT ADMINISTRATOR.

NOTES TO REVIEWERS:

1. THE LOCATIONS OF UTILITIES INDICATED IN THE PLANS IS PRELIMINARY PENDING FURTHER COORDINATION. THERE ARE OVERLAPPING POTENTIAL FUTURE RELOCATION PROJECTS WHICH MAY AFFECT THE FINAL LOCATION OF UTILITIES AND CONFLICTS WITHIN THE PROJECT LIMITS.
2. AT THIS TIME, CONSTRUCTION FUNDING HAS NOT BEEN IDENTIFIED FOR THIS PROJECT. FINAL UTILITY COORDINATION IS ON HOLD PENDING THE IDENTIFICATION OF FUNDS AND OVERLAPPING RELOCATION EFFORTS.

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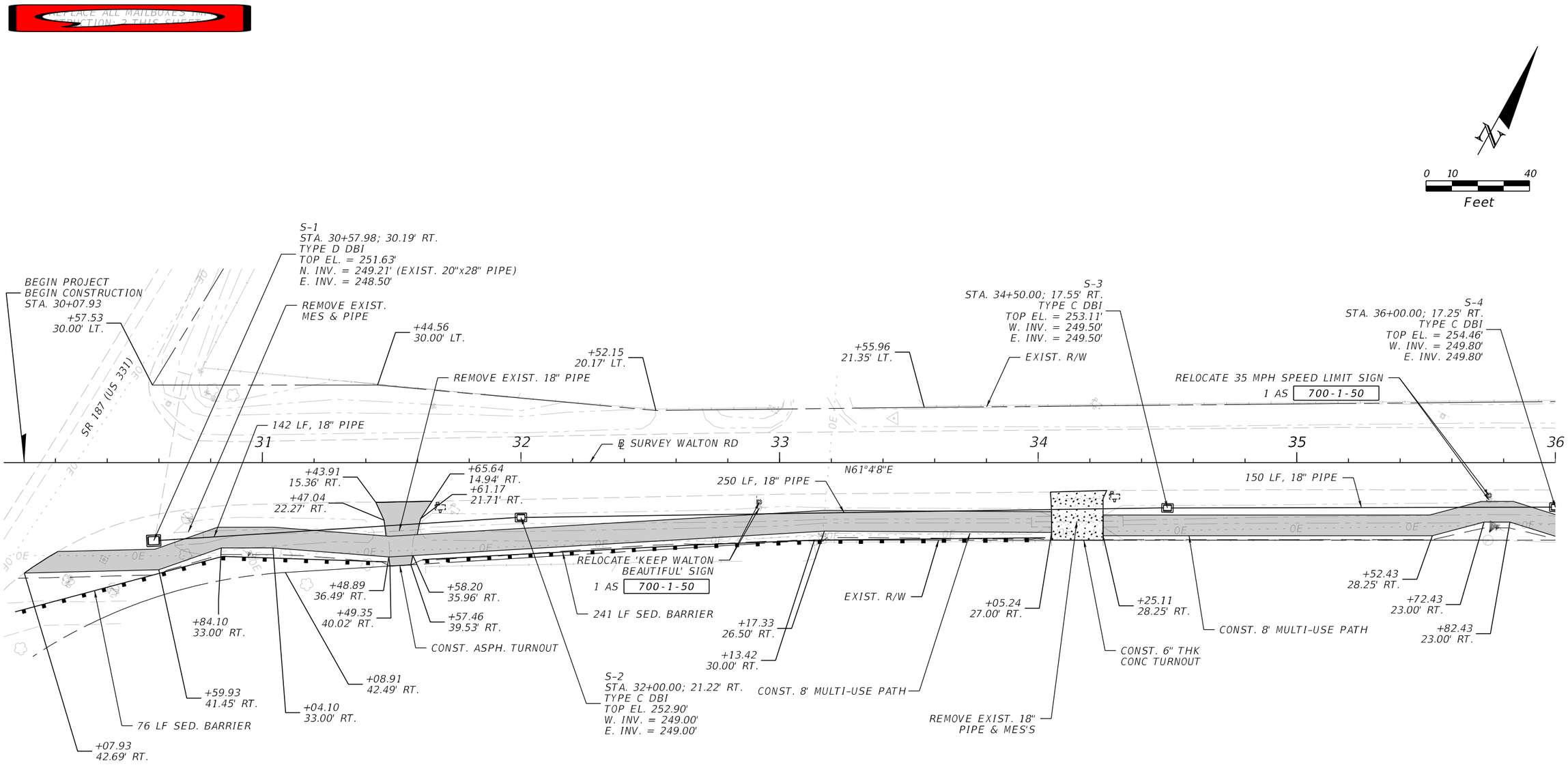
REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			GENERAL NOTES	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7
					WALTON RD	WALTON	450942-1-54-01		

REPLACE ALL MAILBOXES IMM... CONSTRUCTION. 2 THIS SHEET



LEGEND

ASPHALT

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FLORIDA 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

ROADWAY PLAN

SHEET NO. 8

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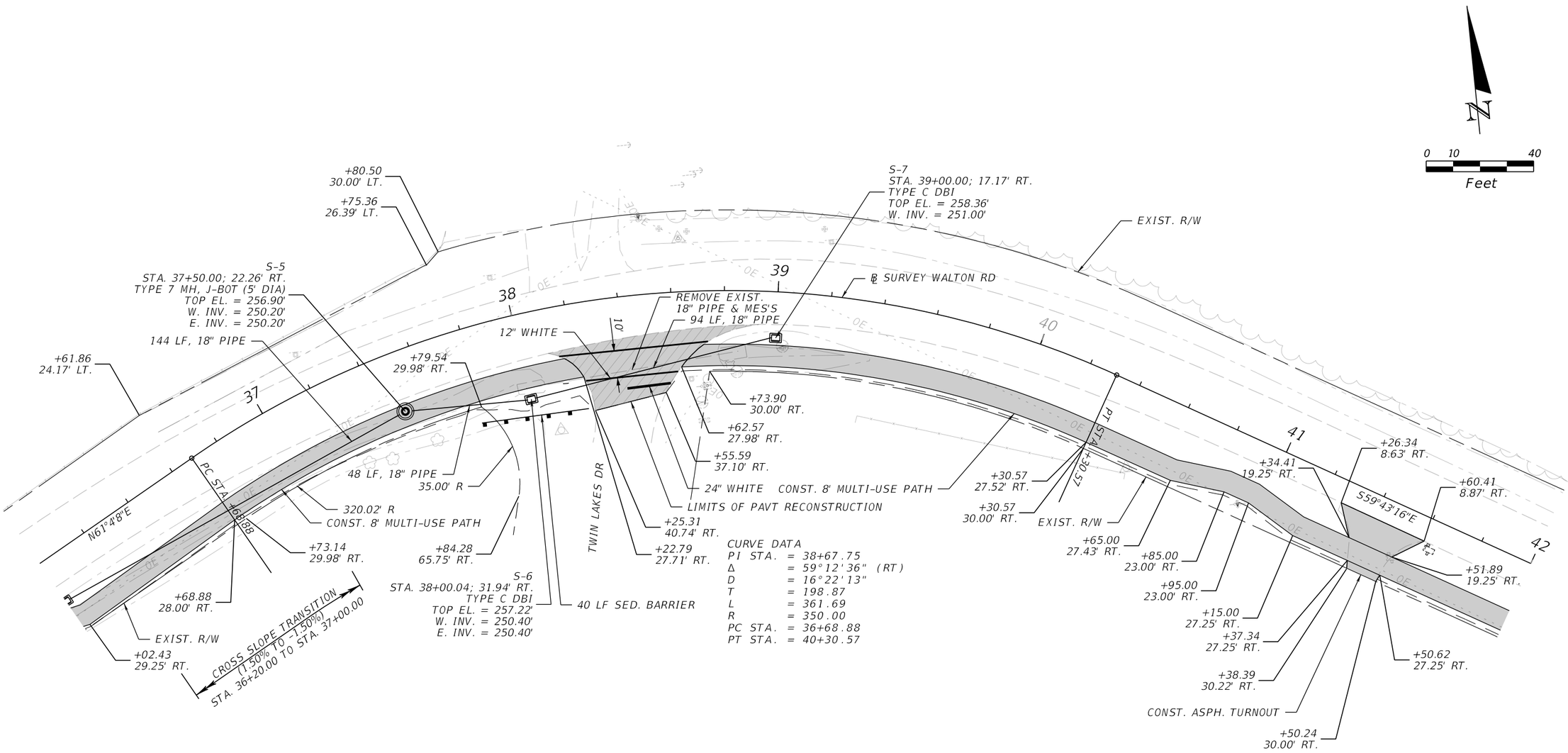

LEGEND

ASPHALT

ASPHALT RECONSTRUCTION

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		9
					WALTON RD	WALTON	450942-1-54-01		

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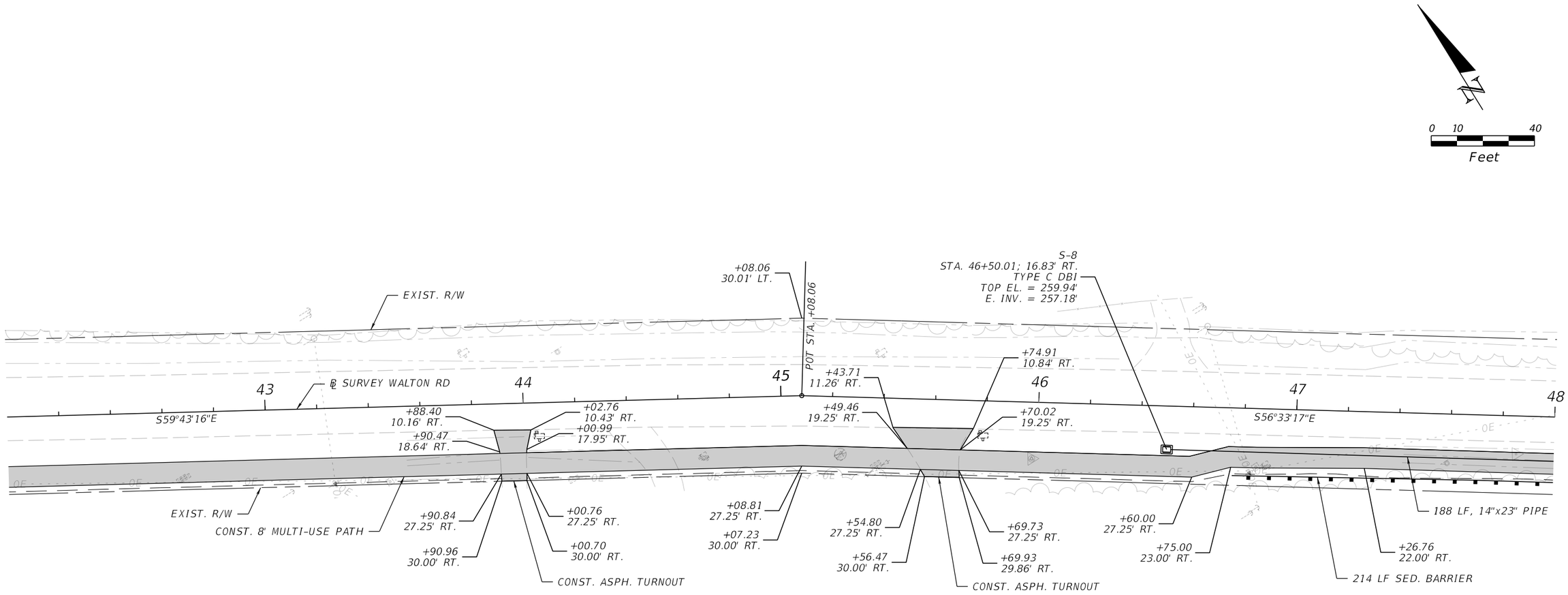

LEGEND

ASPHALT

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FLORIDA 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

ROADWAY PLAN

SHEET NO. 10

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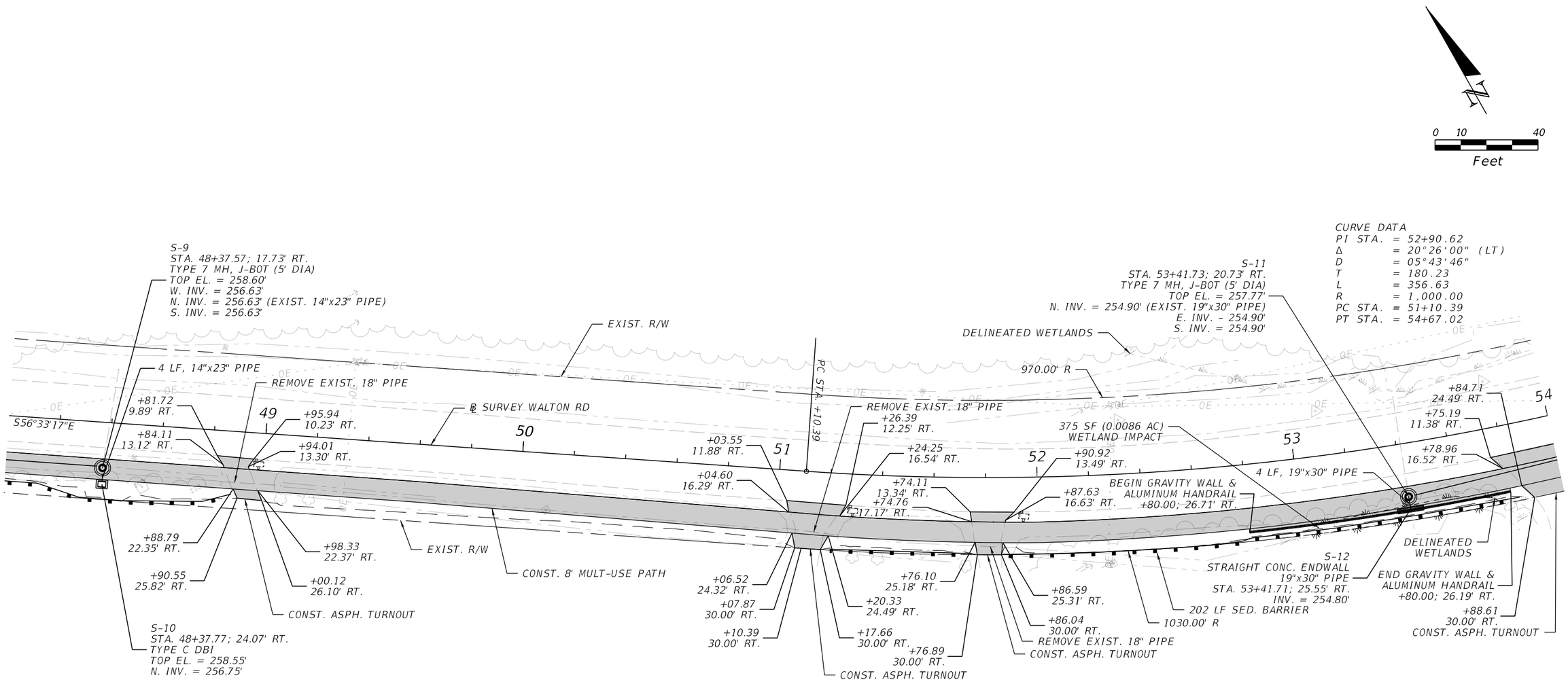

LEGEND

ASPHALT

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FLORIDA 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					WALTON RD	WALTON	450942-1-54-01		11

8/9/2024 11:35:46 AM zjadofsky
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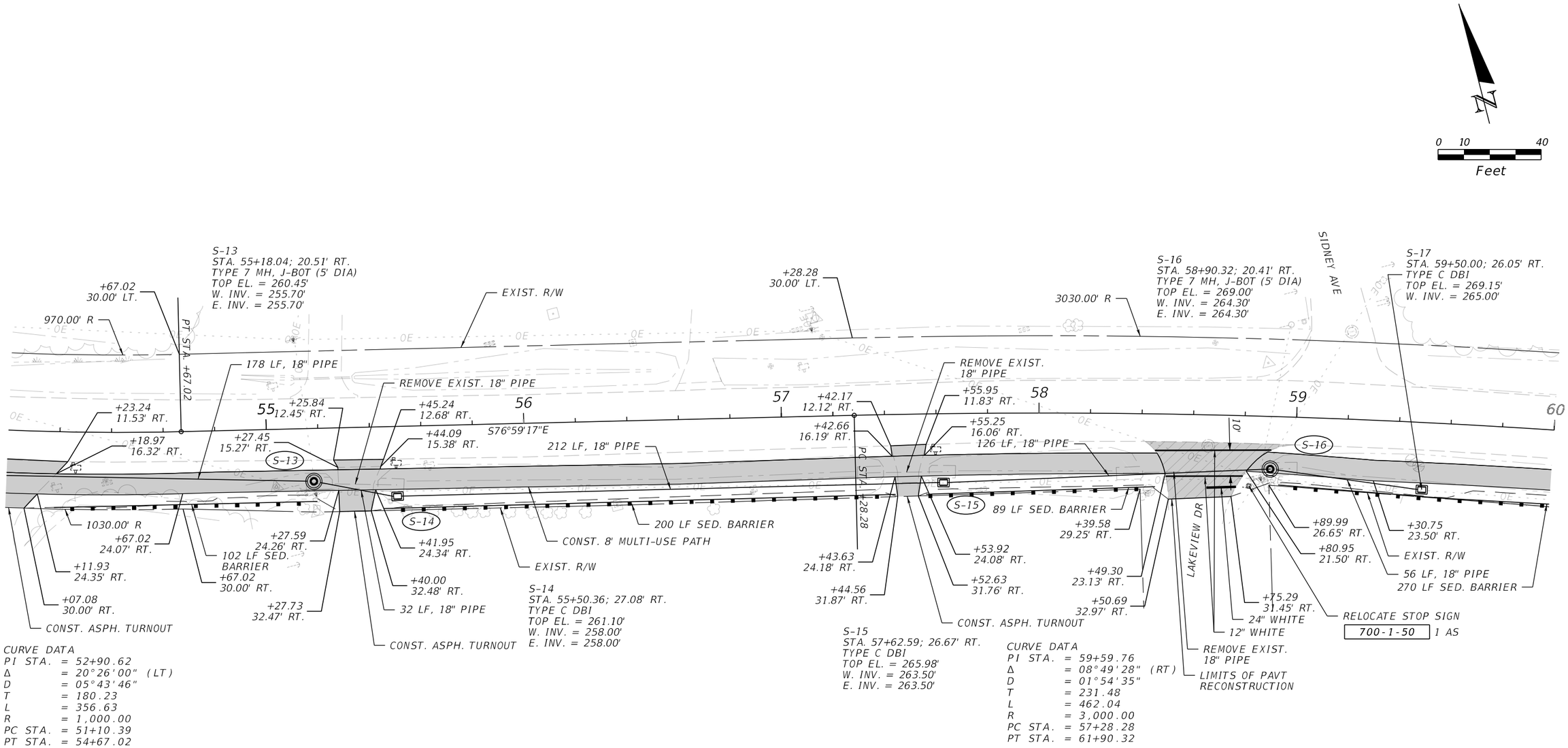

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Δ = 20°26'00" (LT)
D = 05°43'46"
T = 180.23
L = 356.63
R = 1,000.00
PC STA. = 51+10.39
PT STA. = 54+67.02

CURVE DATA
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D = 01°54'35"
T = 231.48
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R = 3,000.00
PC STA. = 57+28.28
PT STA. = 61+90.32

LEGEND

ASPHALT

ASPHALT RECONSTRUCTION

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FLORIDA 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

ROADWAY PLAN

SHEET NO. 12

8/9/2024 11:35:52 AM z;adof;kly
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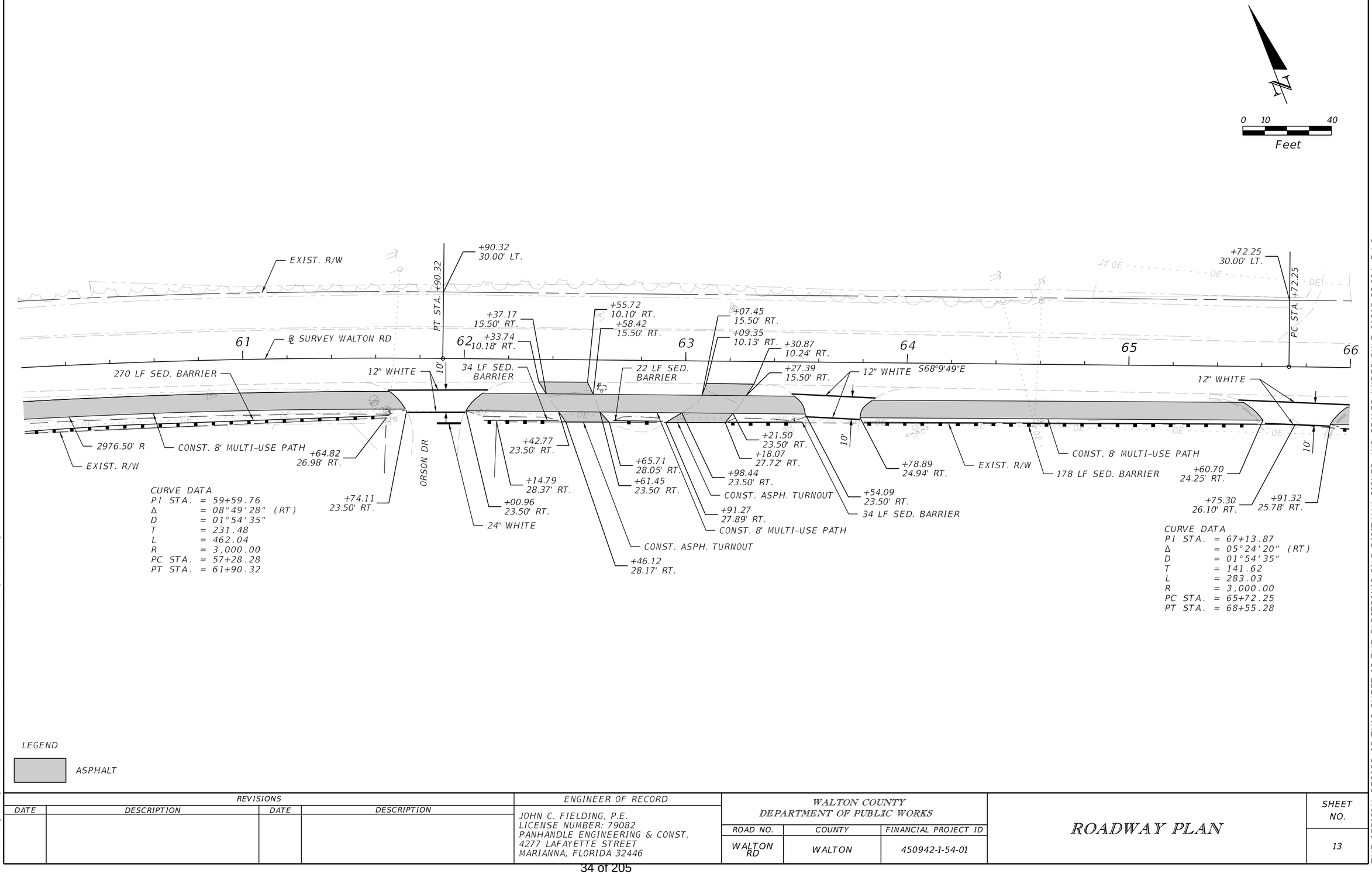

LEGEND

ASPHALT

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FLORIDA 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		13
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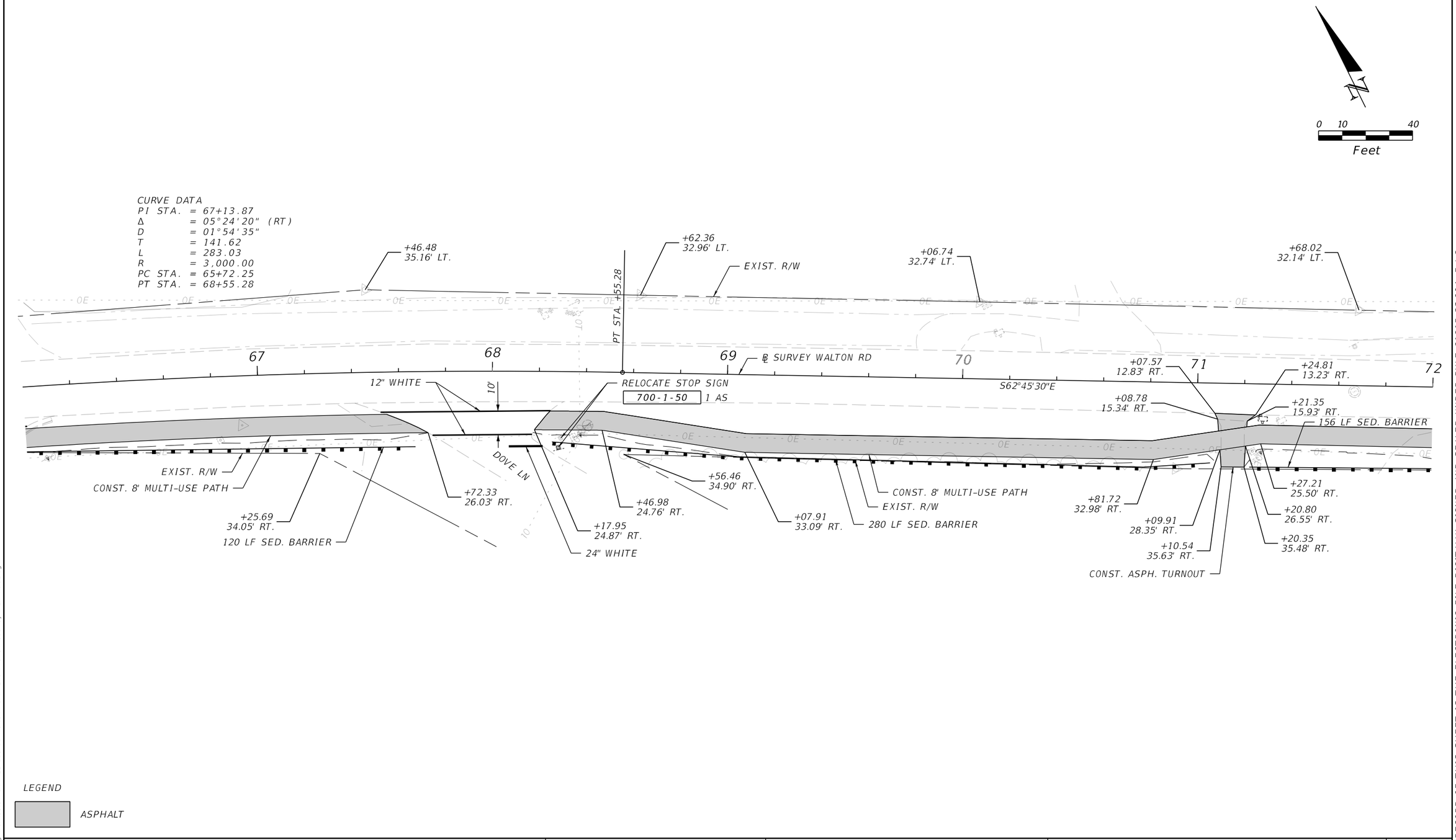

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FLORIDA 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

ROADWAY PLAN

SHEET NO. 14

8/9/2024 11:36:07 AM zjadofsky
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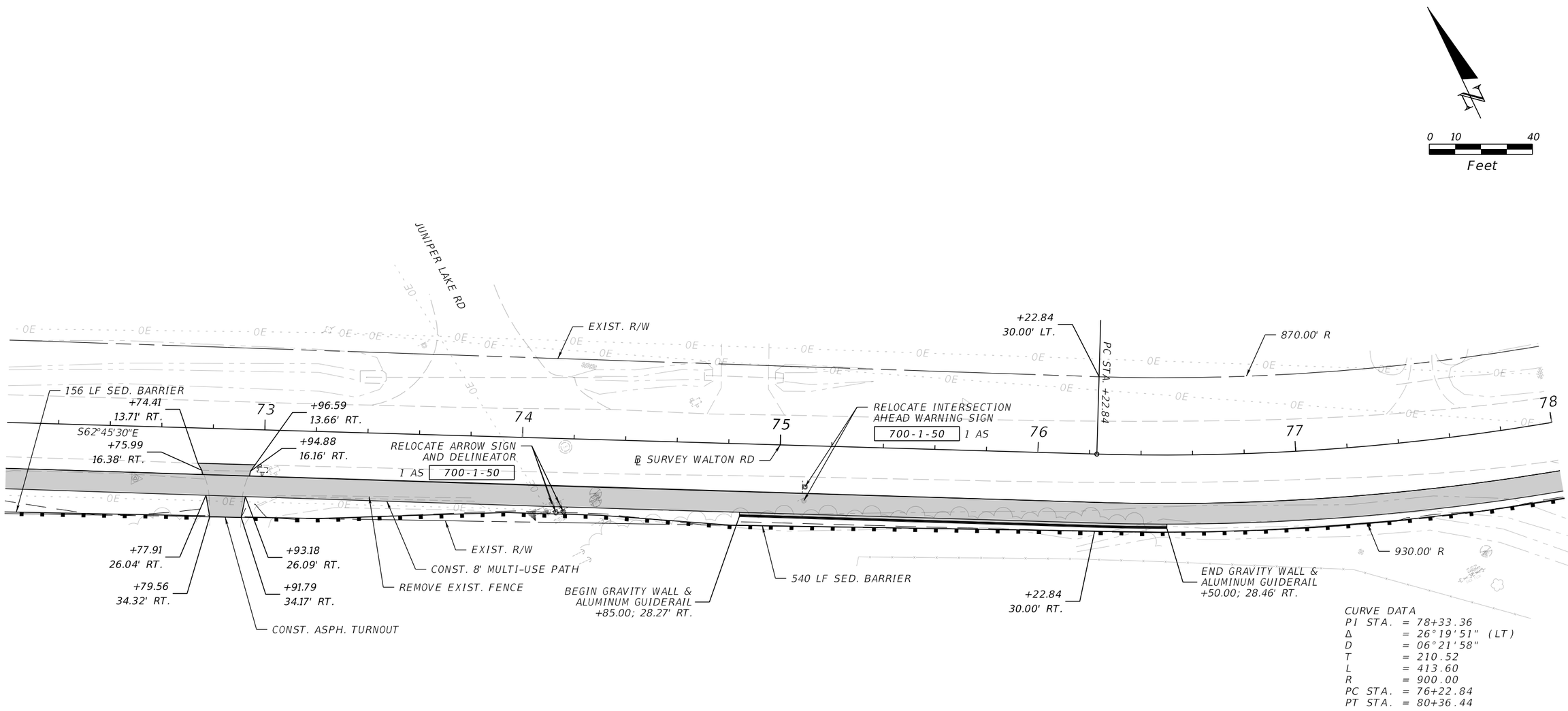

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FLORIDA 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

ROADWAY PLAN

SHEET NO. 15

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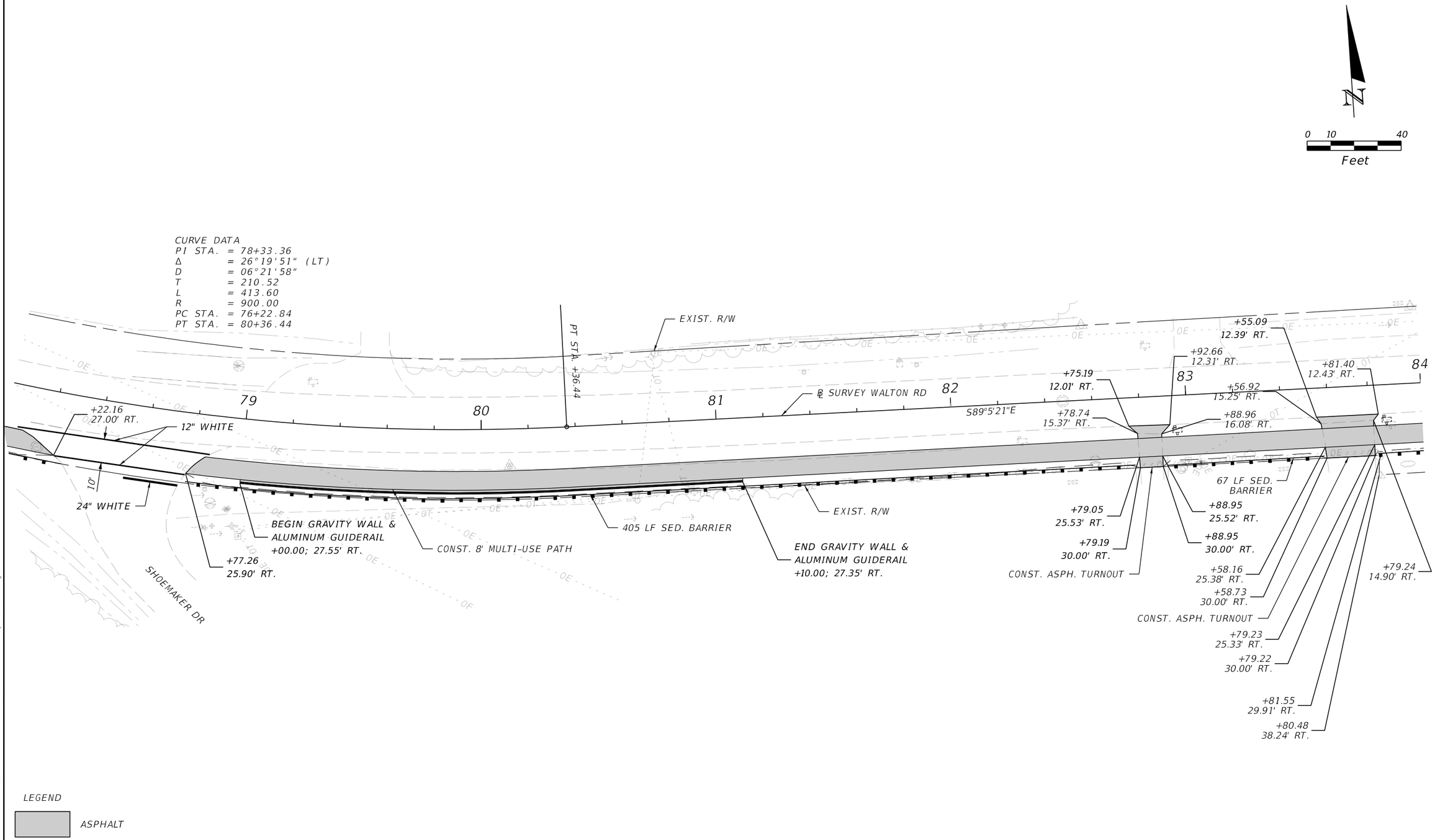

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FLORIDA 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		16
					WALTON RD	WALTON	450942-1-54-01		

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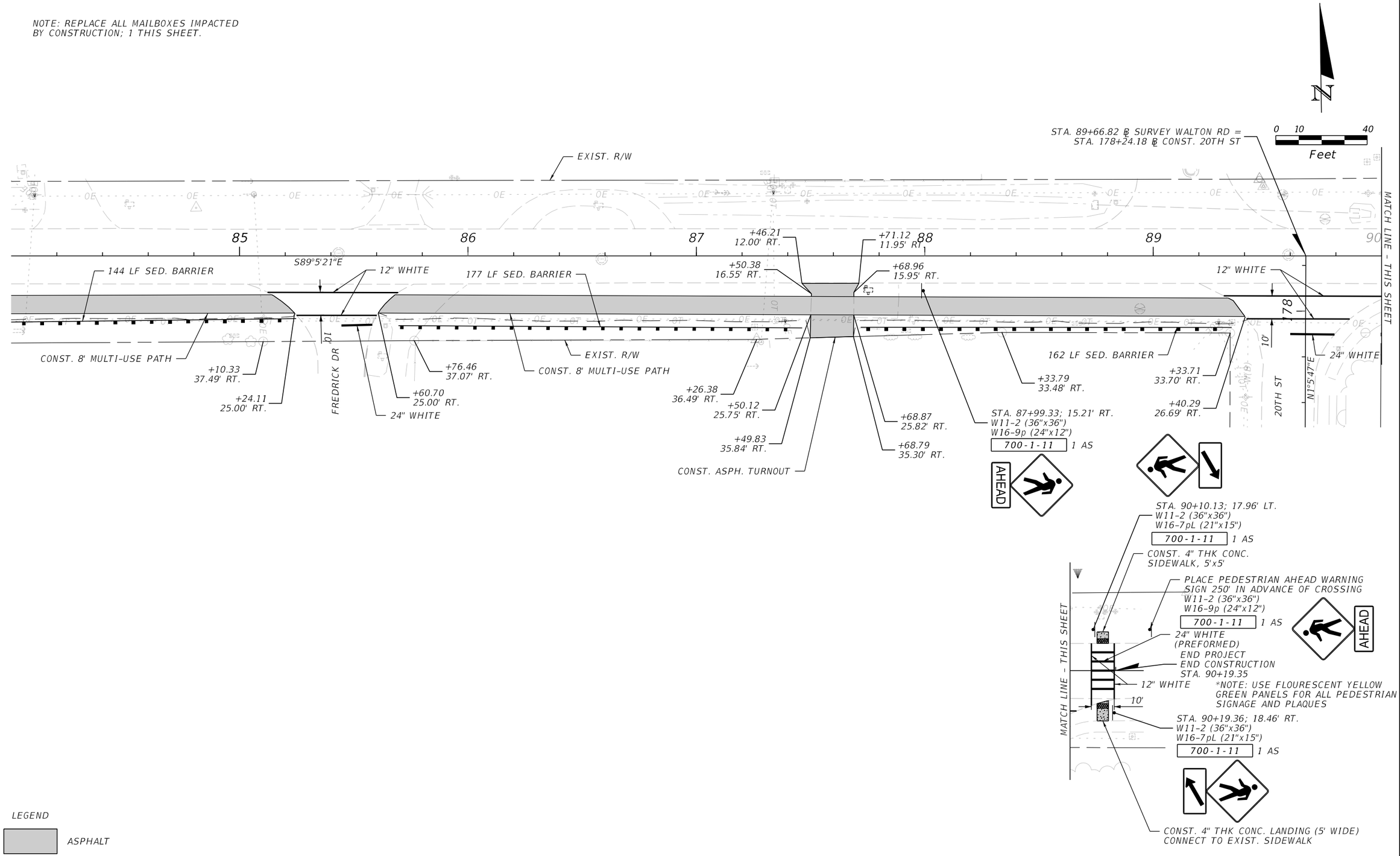

LEGEND

ASPHALT

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			ROADWAY PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FLORIDA 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		17
					WALTON RD	WALTON	450942-1-54-01		

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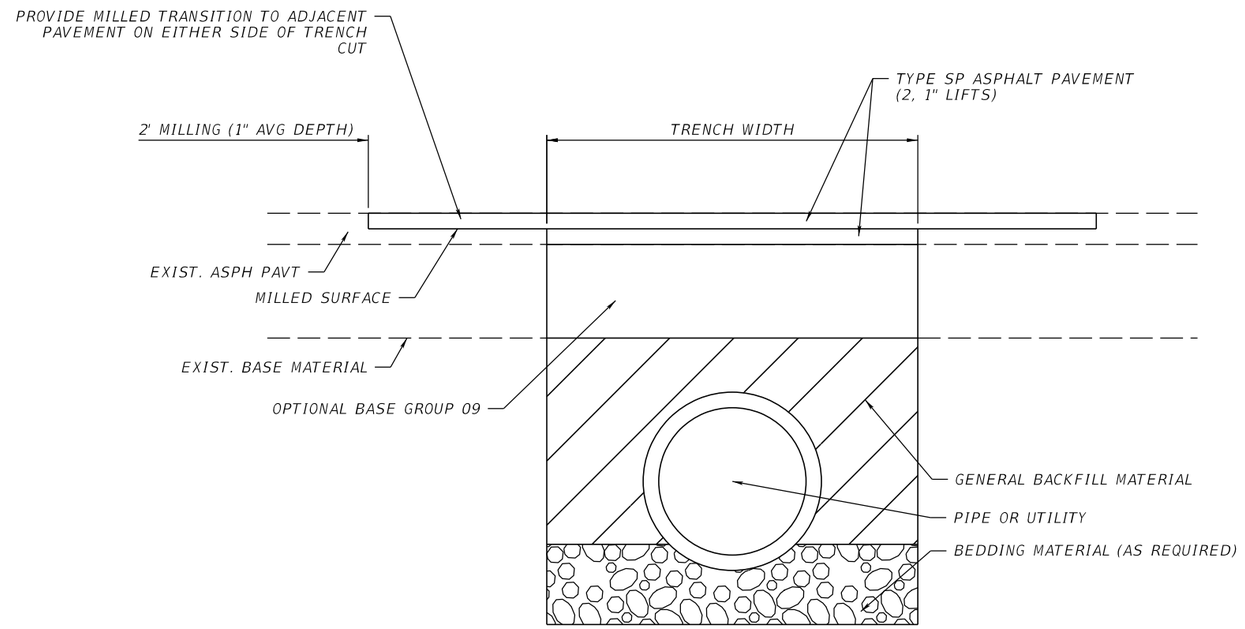

PROJECT DETAIL: ASPHALT RECONSTRUCTION
NOT TO SCALE

NOTES:

1. SAWCUT EDGES OF EXCAVATION TRENCH.
2. MAINTAIN AN APPROXIMATELY VERTICAL TRENCH SIDE BETWEEN AN ELEVATION OF 1 FOOT ABOVE THE TOP OF PIPE; OTHERWISE, TRENCH SIDES SHALL BE AS VERTICAL AS POSSIBLE OR AS REQUIRED BY OSHA STANDARDS.
3. USE AASHTO CLASS A-3 SUITABLE SOIL FOR BACKFILL AND EXCLUDE CLAY MATERIALS AND LOOSE ROCKS LARGER THAN 3/4 INCH SIZE.
4. PLACE BACKFILL MATERIAL IN 6 INCH COMPACTED THICKNESS LAYERS. COMPACT TO 98% OF MODIFIED PROCTOR MAXIMUM DENSITY.
5. PLACE PATCH PAVEMENT IN 2, 1 INCH LIFTS.
6. IF THERE IS NO REQUIRED PIPE OR UTILITY FOR TRENCH AND THE PAVEMENT PATCH IS REQUIRED TO REPAIR DAMAGED PAVEMENT, EXISTING BASE MAY BE REUSED AT THE DISCRETION OF THE COUNTY PROJECT ADMINISTRATOR.
7. INCLUDE THE COST OF MILLED TRANSITION IN ASPHALT AND BASE MATERIAL PAYMENT.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FL 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

PROJECT DETAILS

SHEET NO. 18

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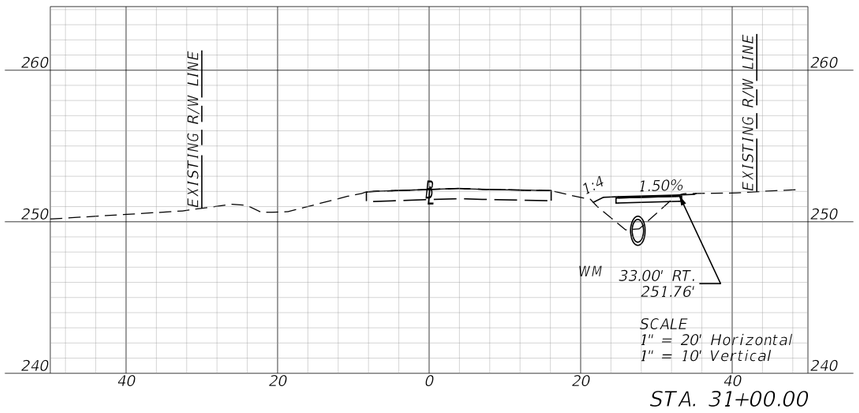

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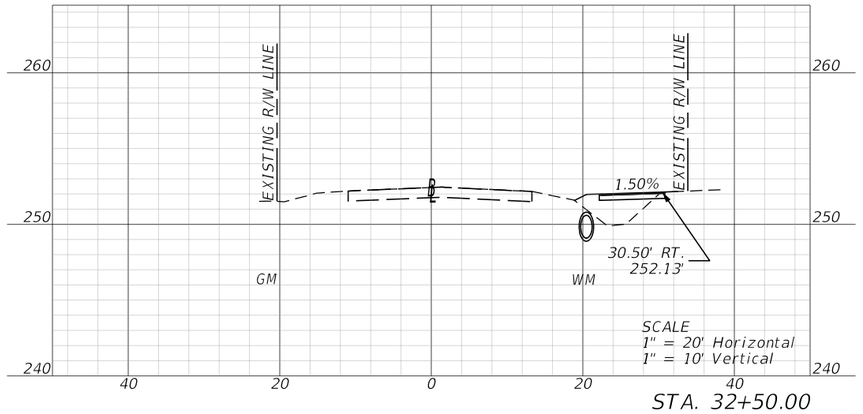

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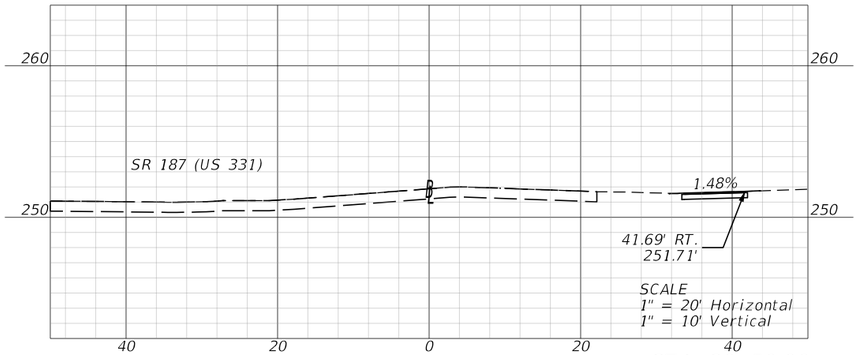

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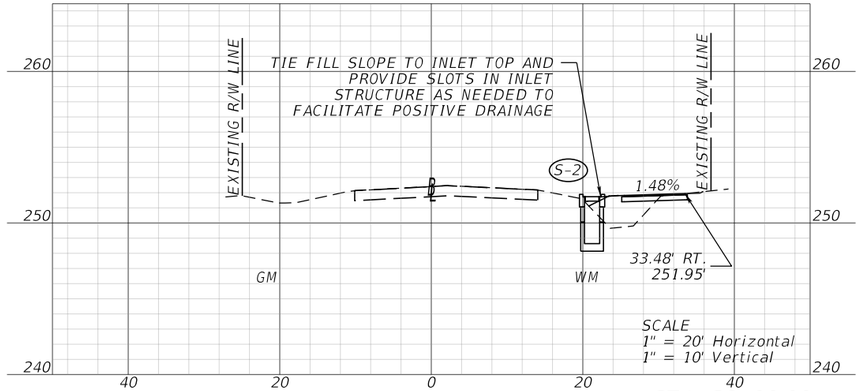

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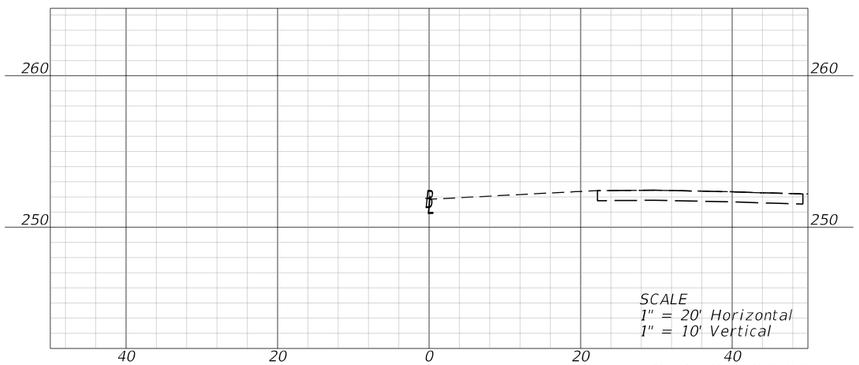

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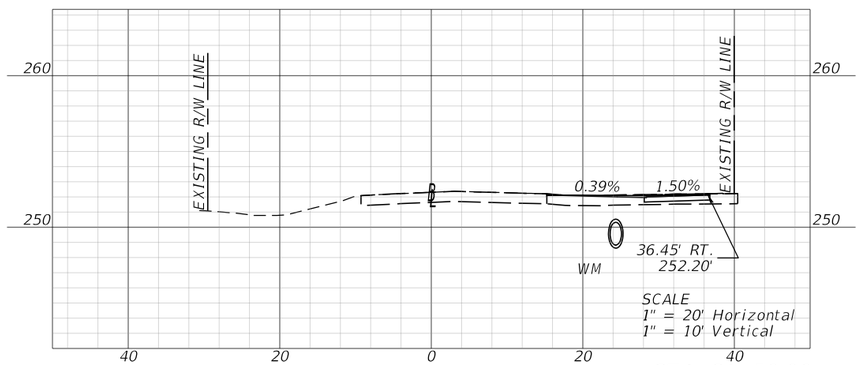

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		19
					WALTON RD	WALTON	450942-1-54-01		

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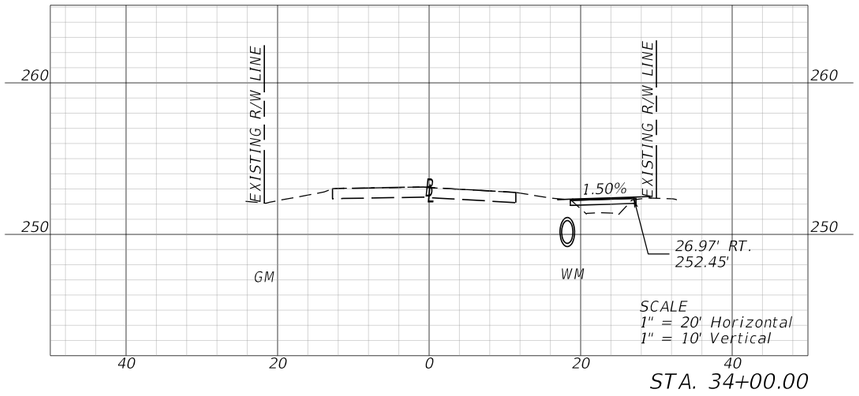

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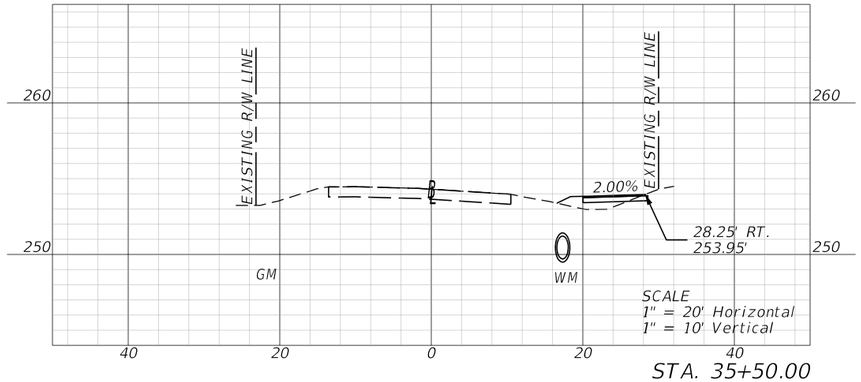

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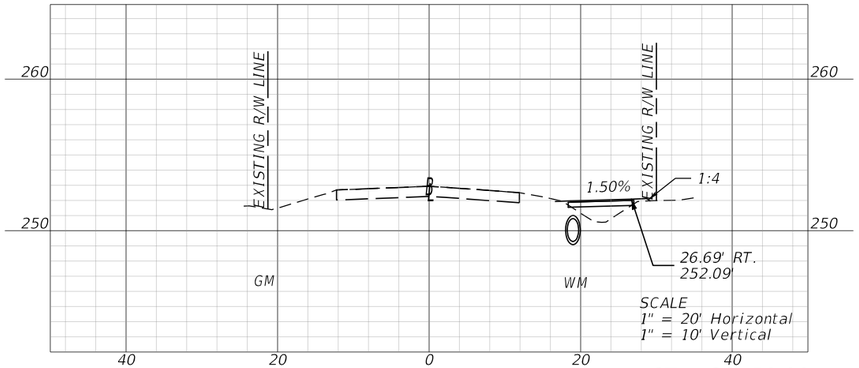

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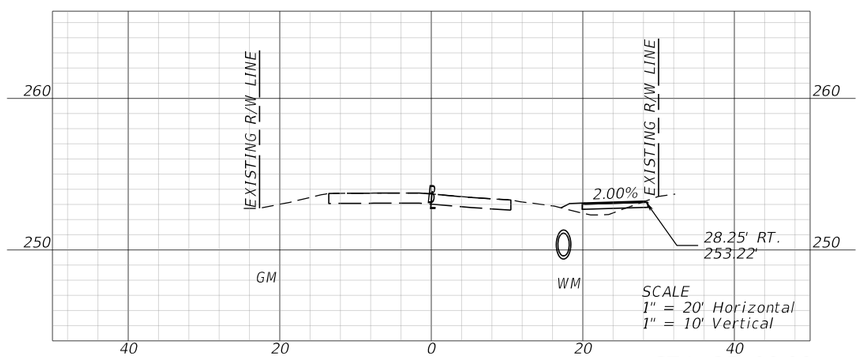

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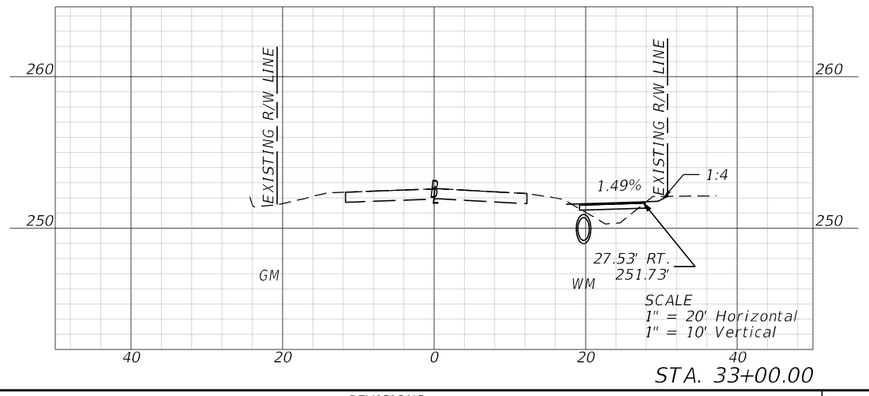

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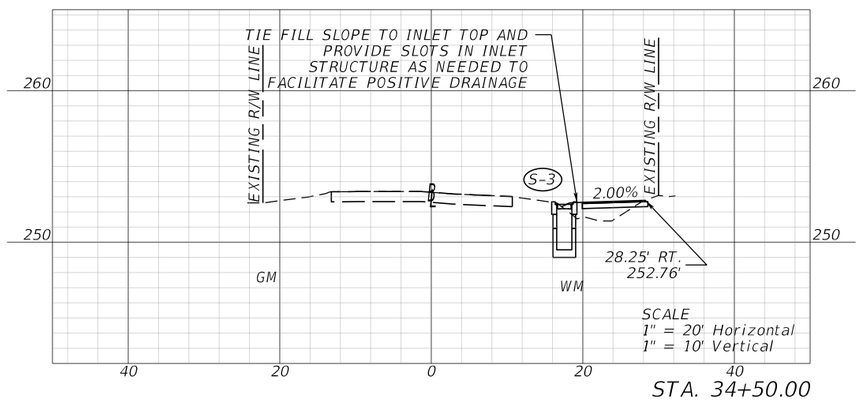

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		20
					WALTON RD	WALTON	450942-1-54-01		

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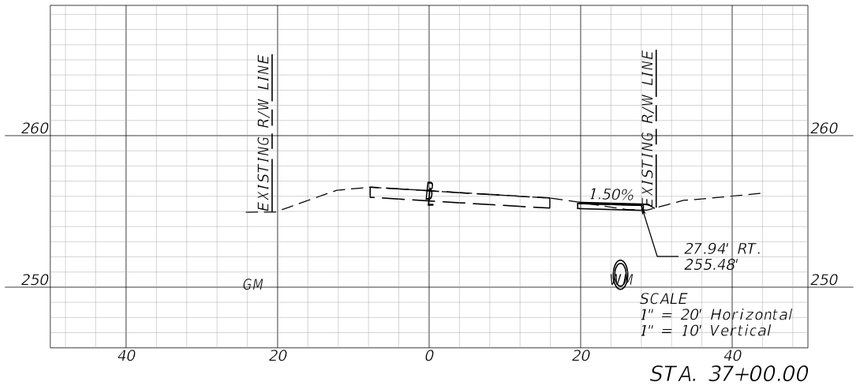

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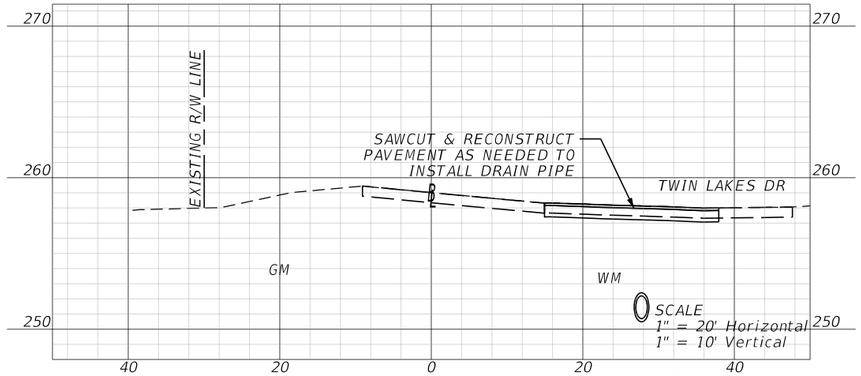

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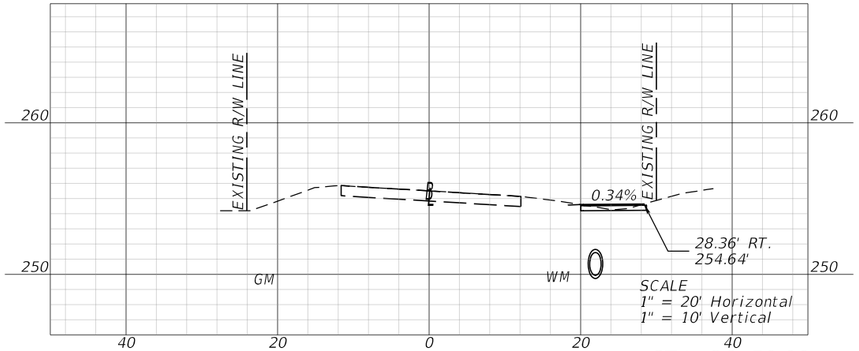

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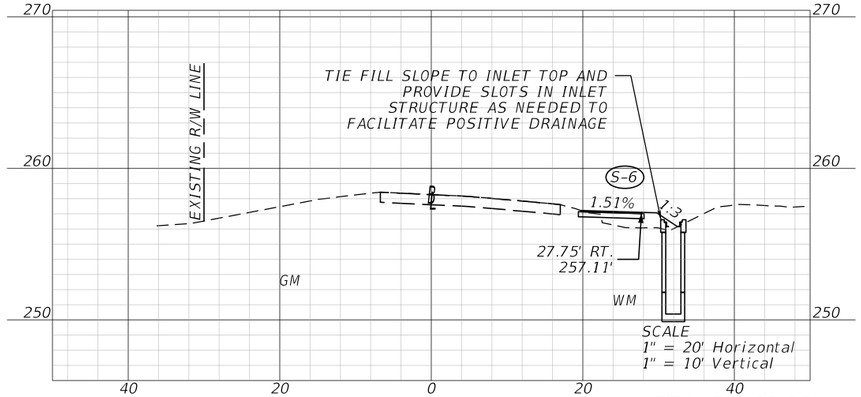

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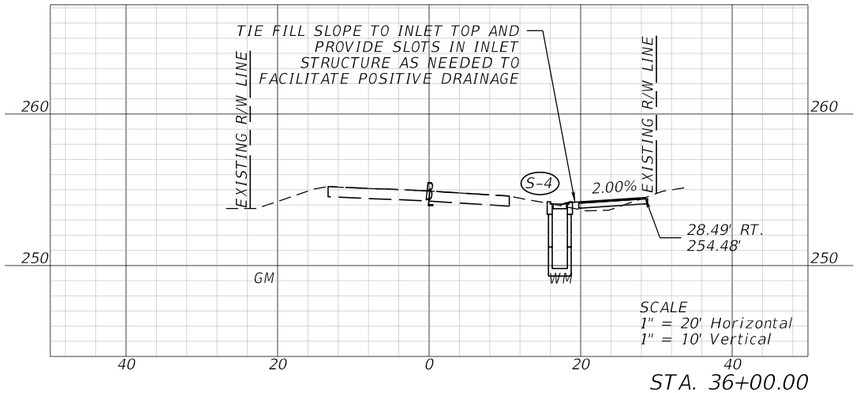

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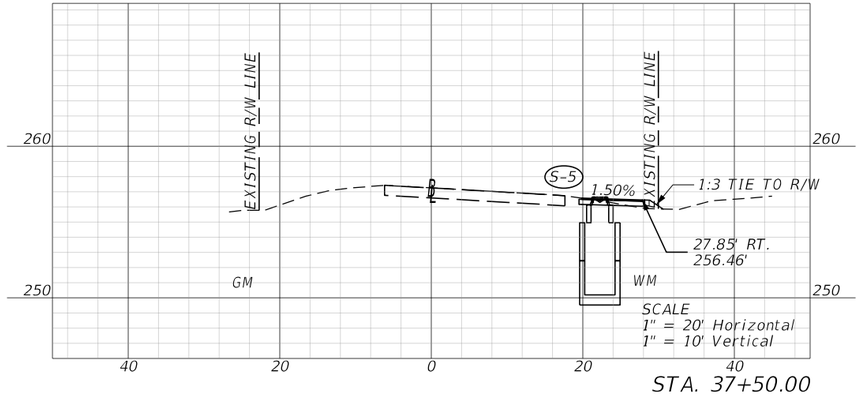

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CROSS SECTIONS	21
					WALTON RD	WALTON	450942-1-54-01		

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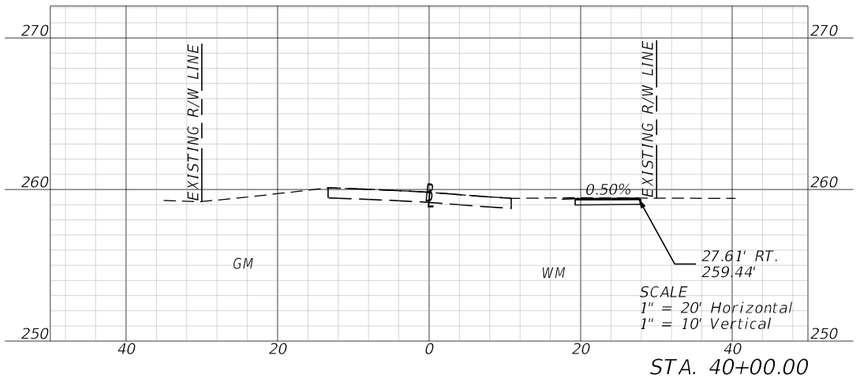

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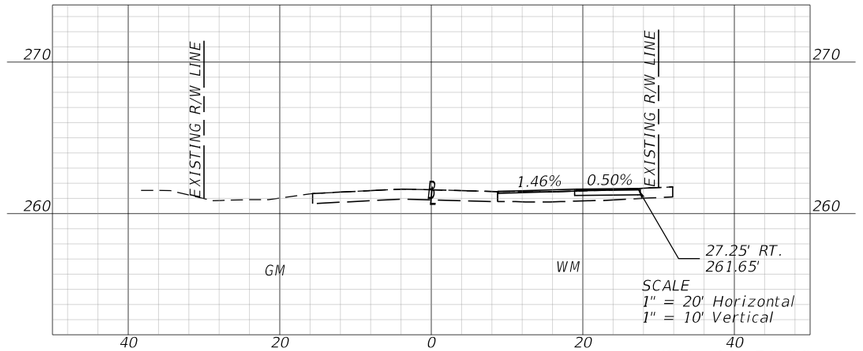

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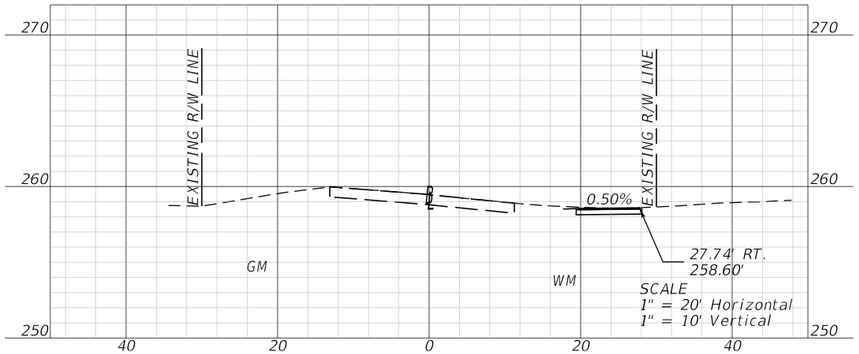

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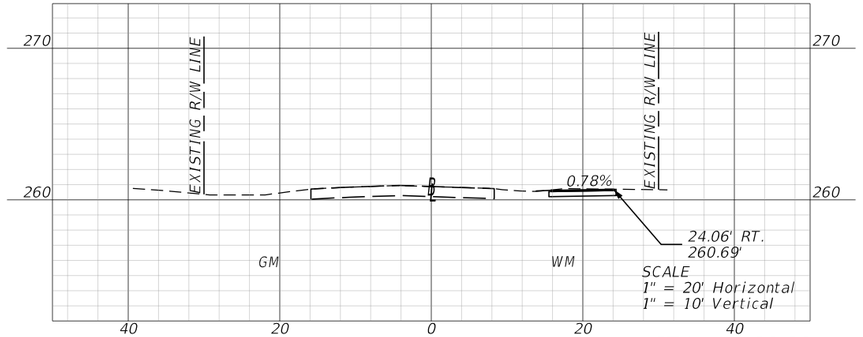

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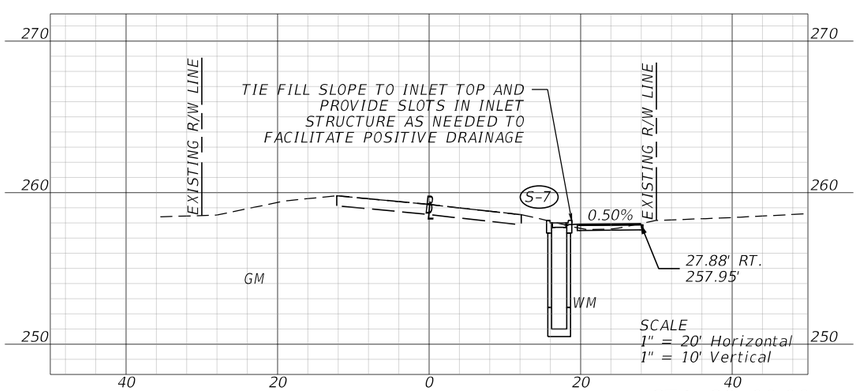

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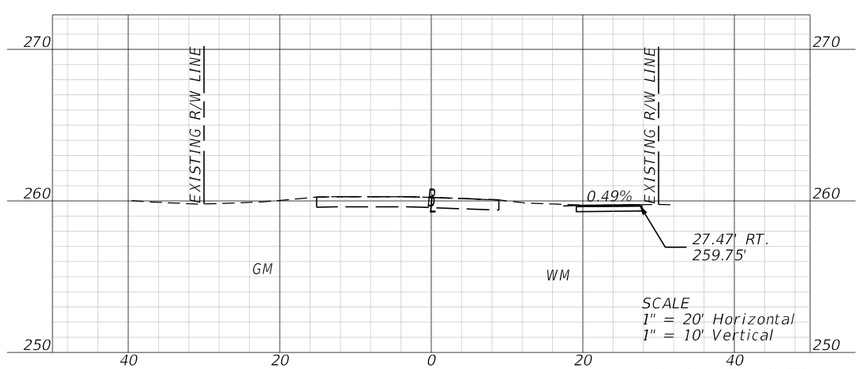

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		22
					WALTON RD	WALTON	450942-1-54-01		

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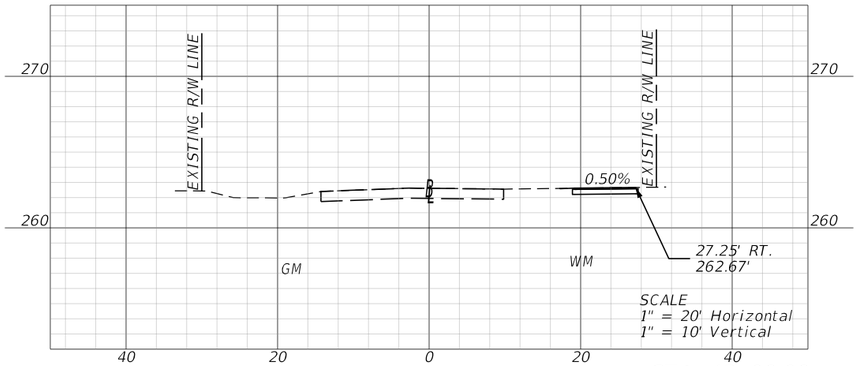

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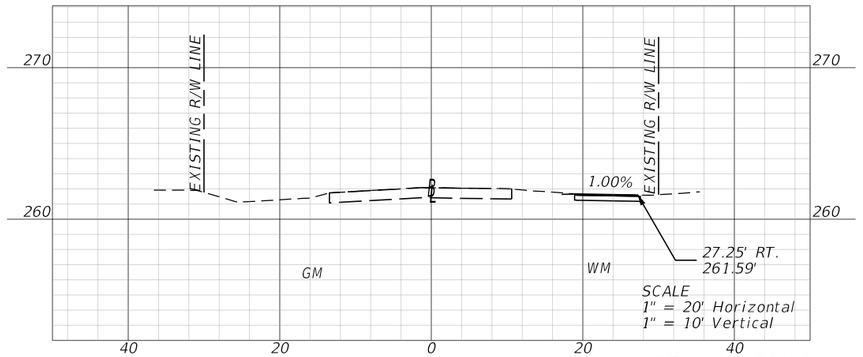

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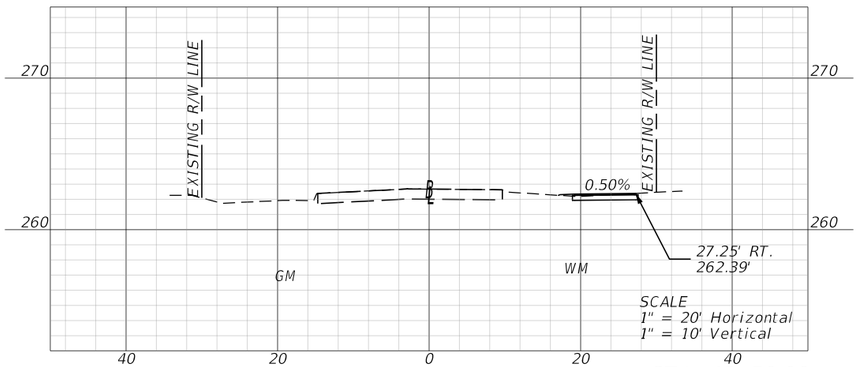

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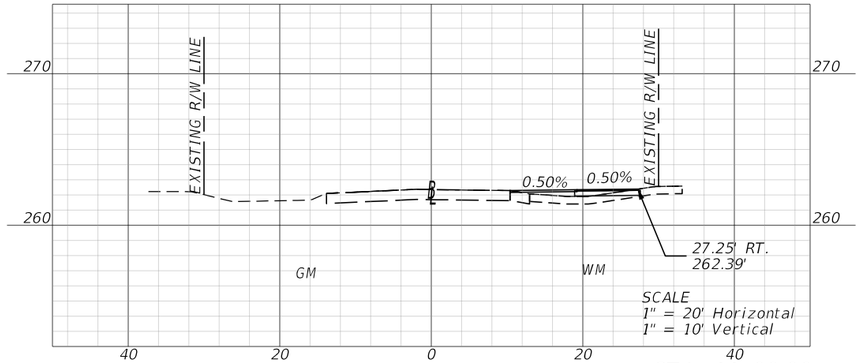

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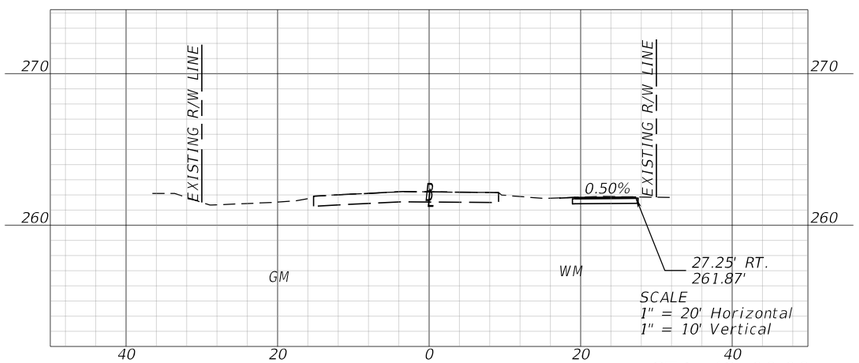

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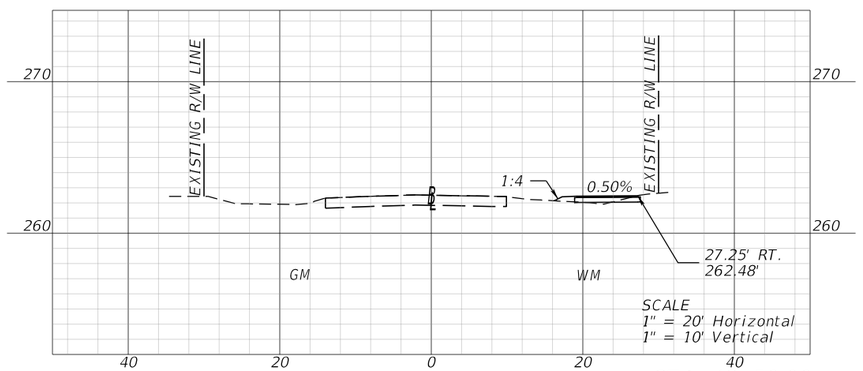

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		23
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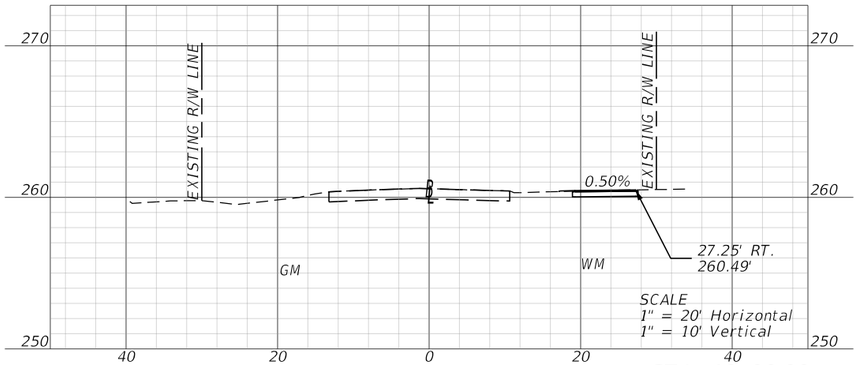

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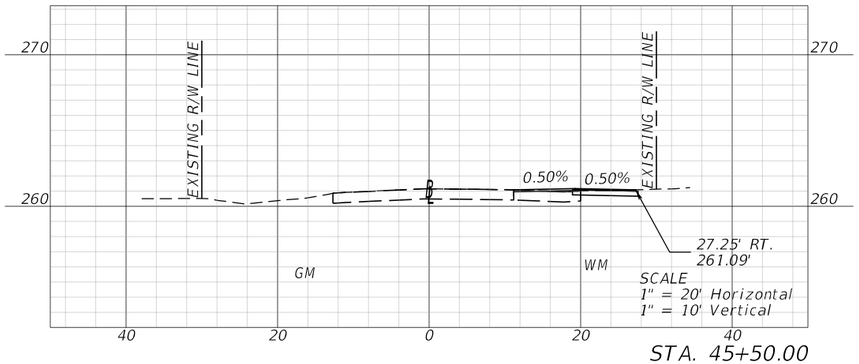

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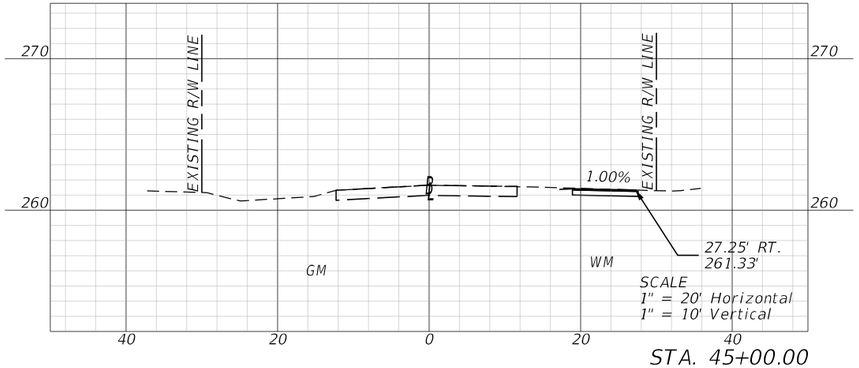

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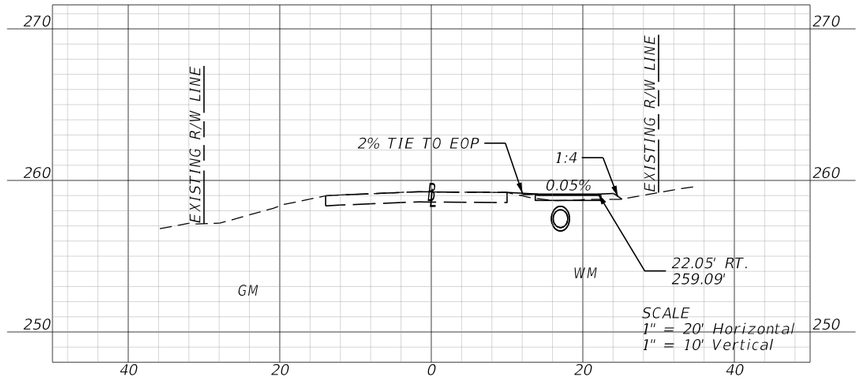

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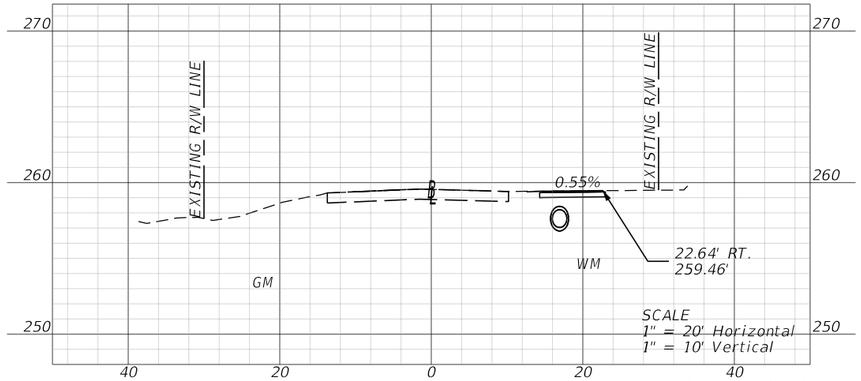

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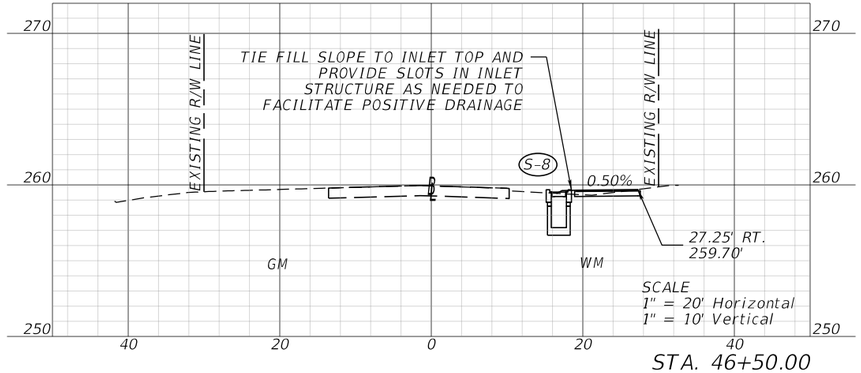

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CROSS SECTIONS	24
					WALTON RD	WALTON	450942-1-54-01		

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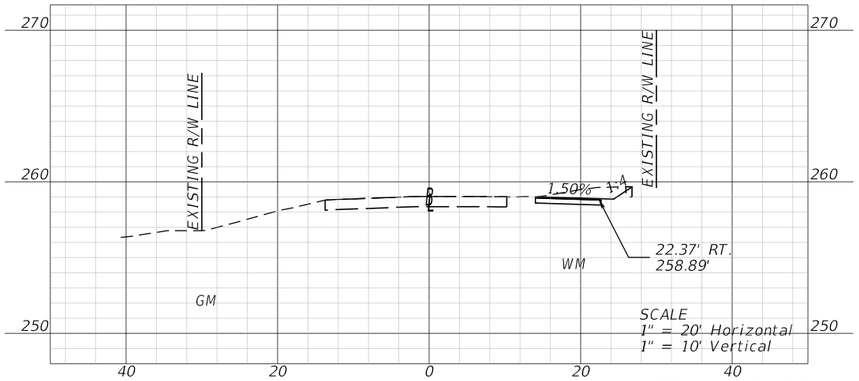

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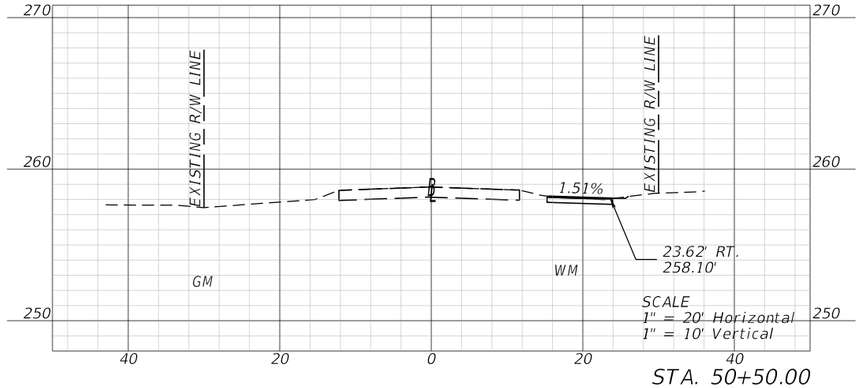

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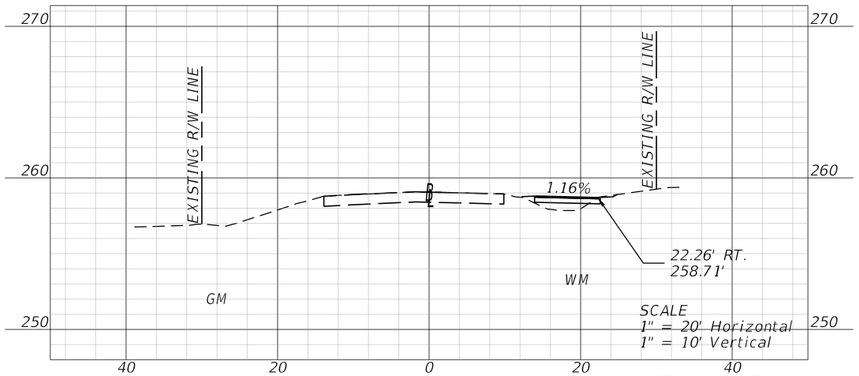

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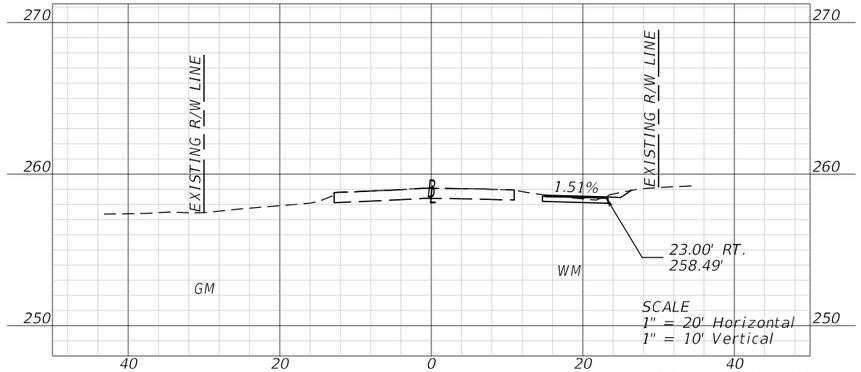

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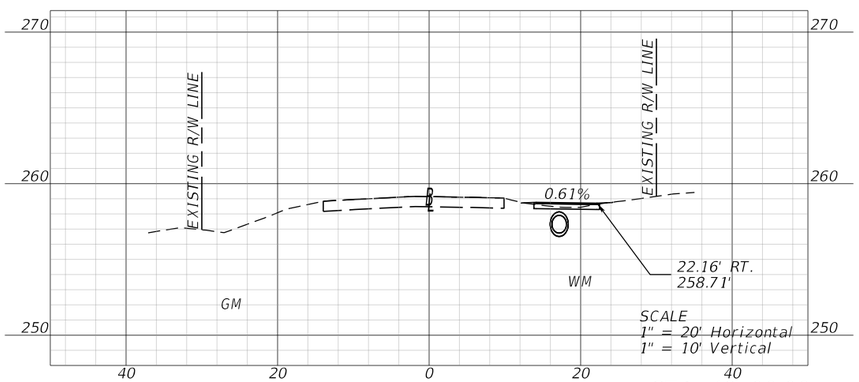

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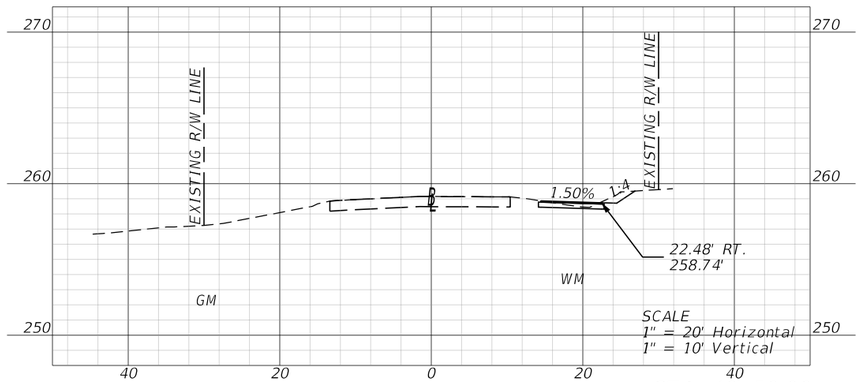

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		25
					WALTON RD	WALTON	450942-1-54-01		

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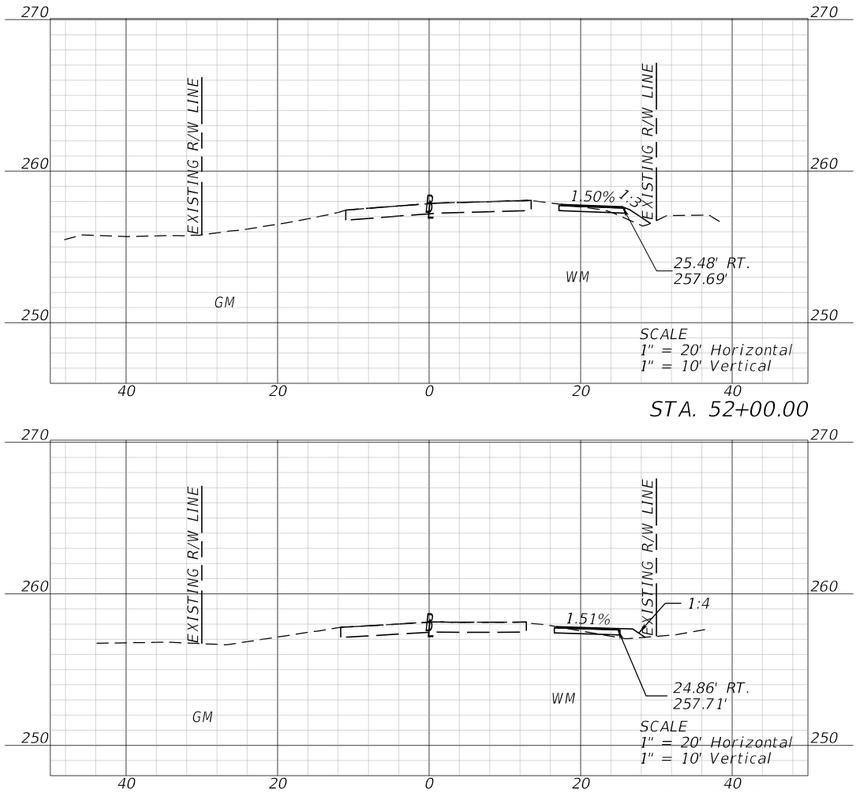

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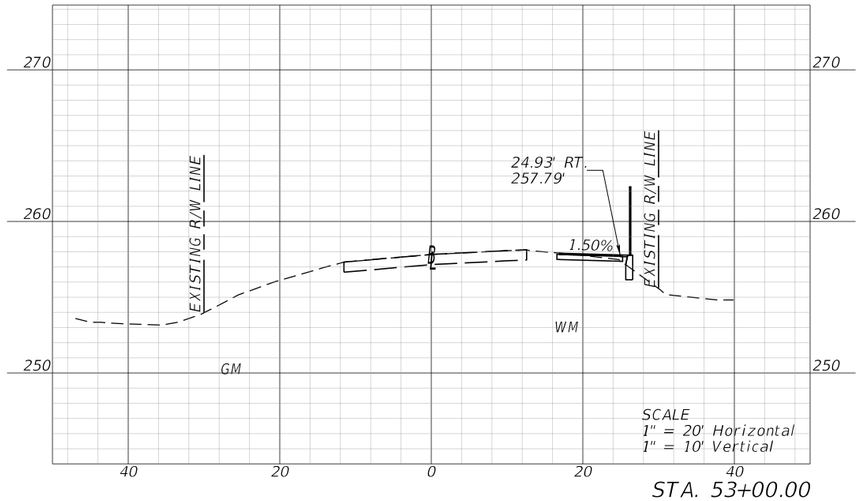

STA. 53+00.00

STA. 52+50.00

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		26
					WALTON RD	WALTON	450942-1-54-01		

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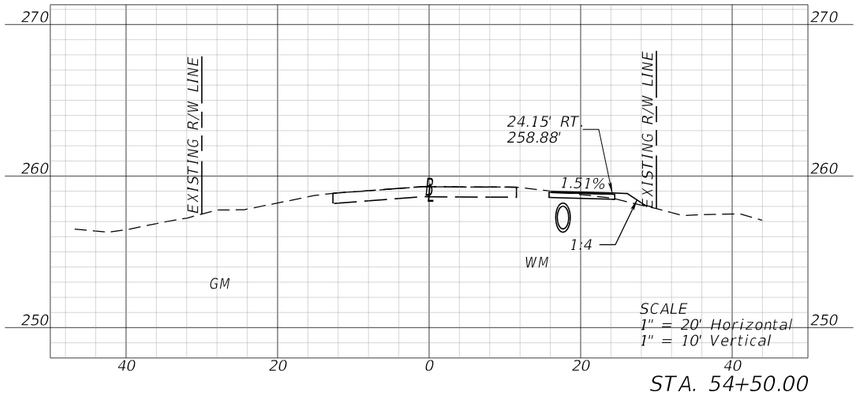

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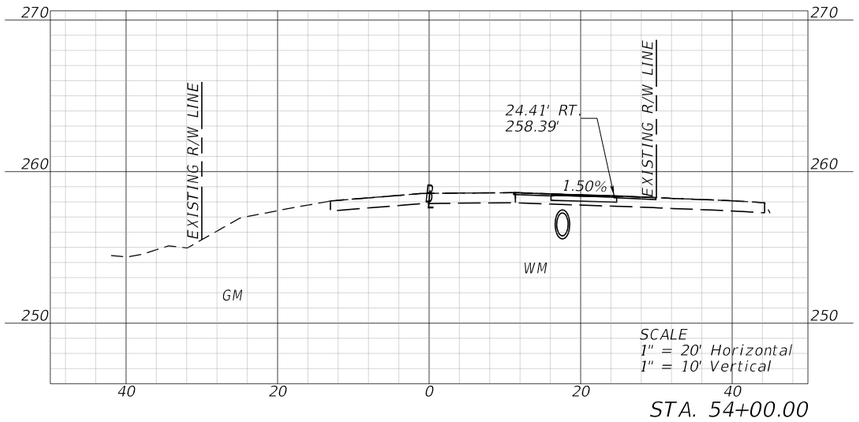

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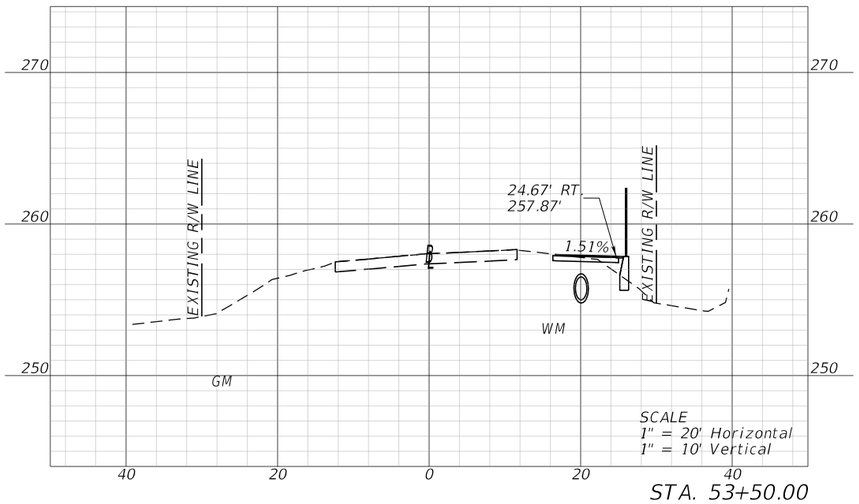

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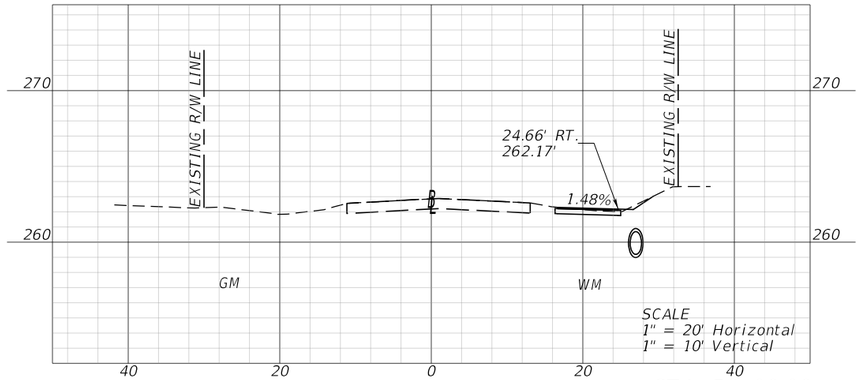

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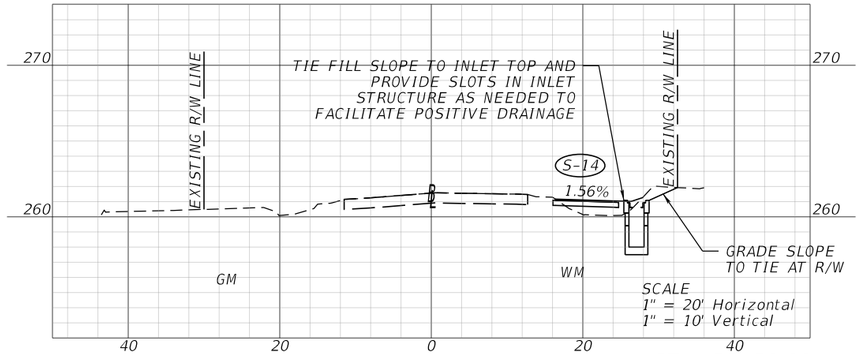

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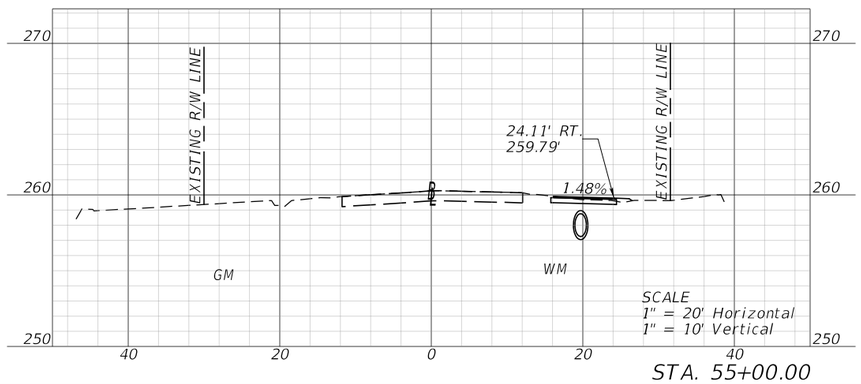

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		27
					WALTON RD	WALTON	450942-1-54-01		

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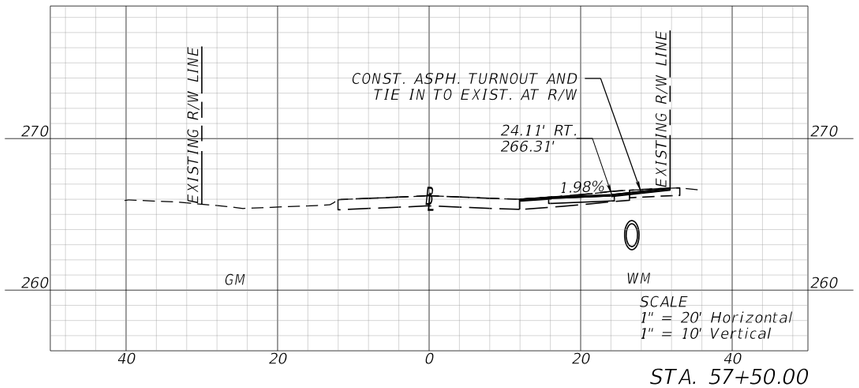

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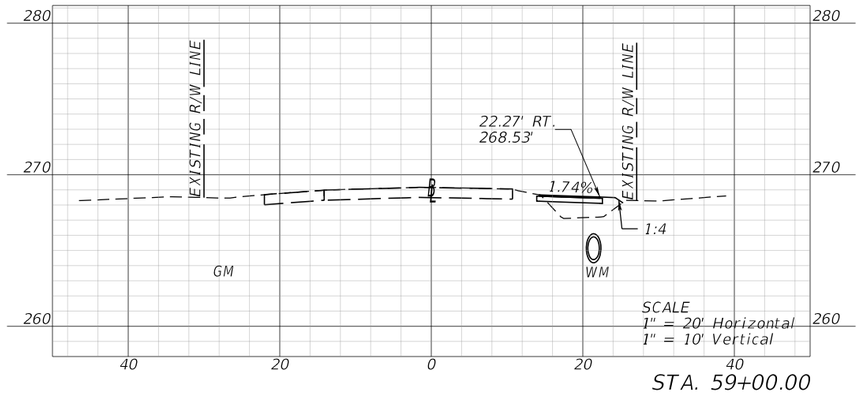

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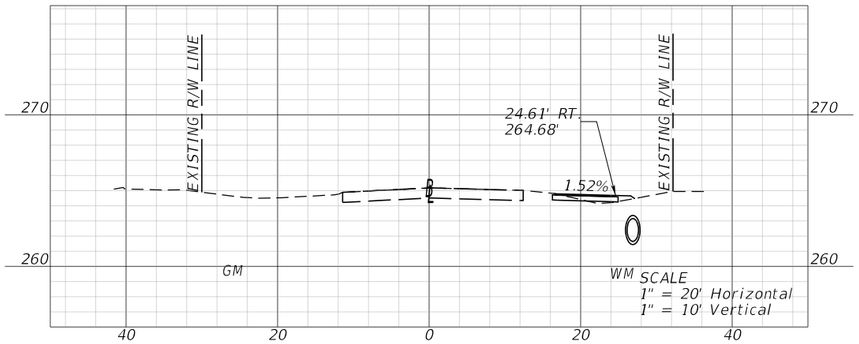

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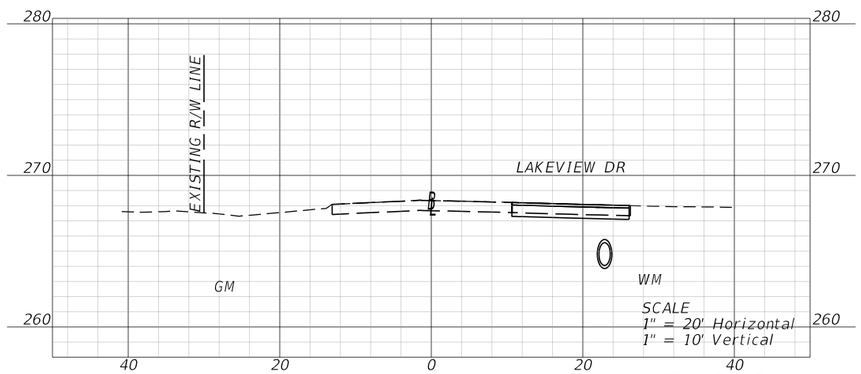

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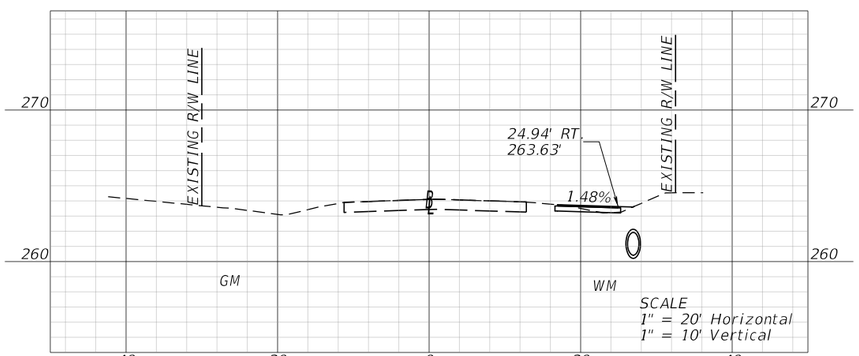

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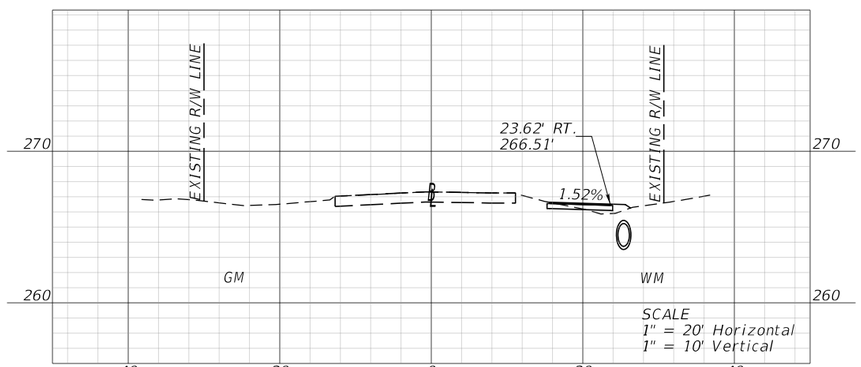

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		28
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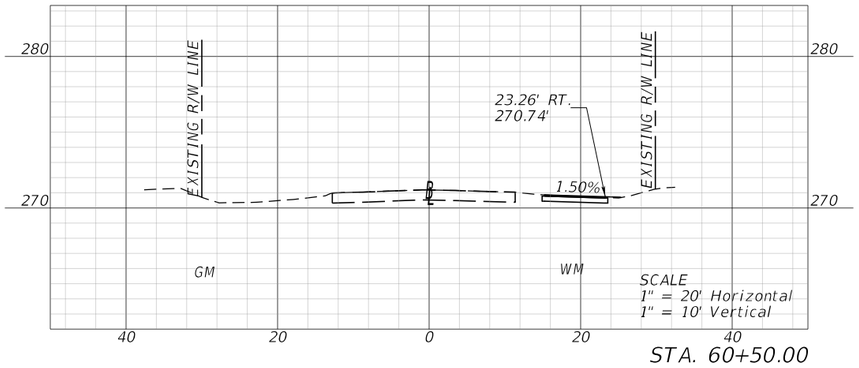

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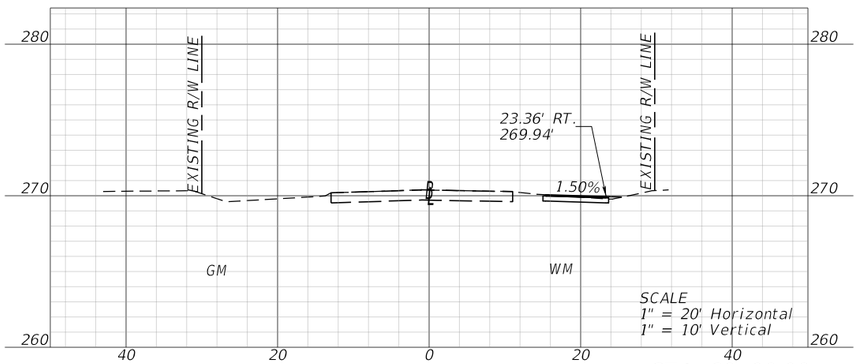

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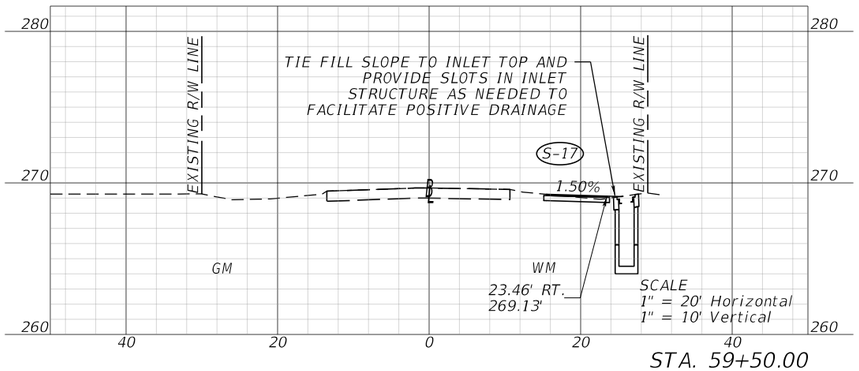

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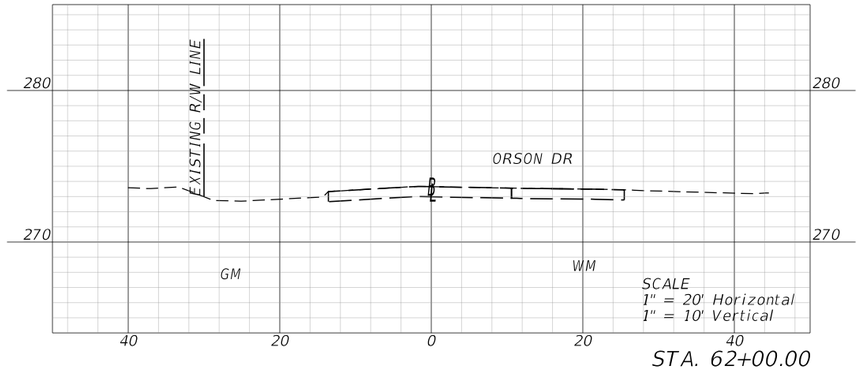

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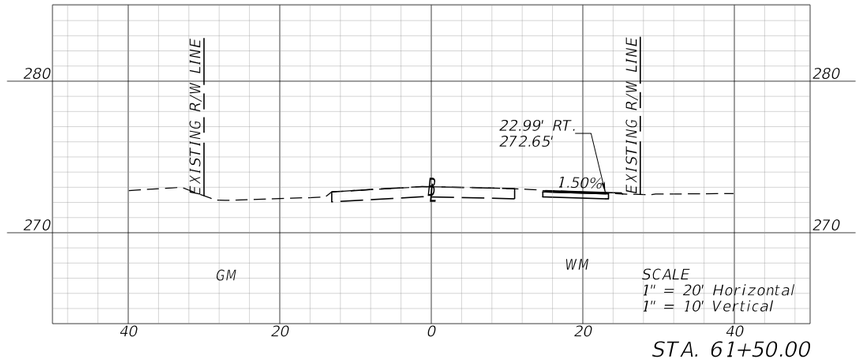

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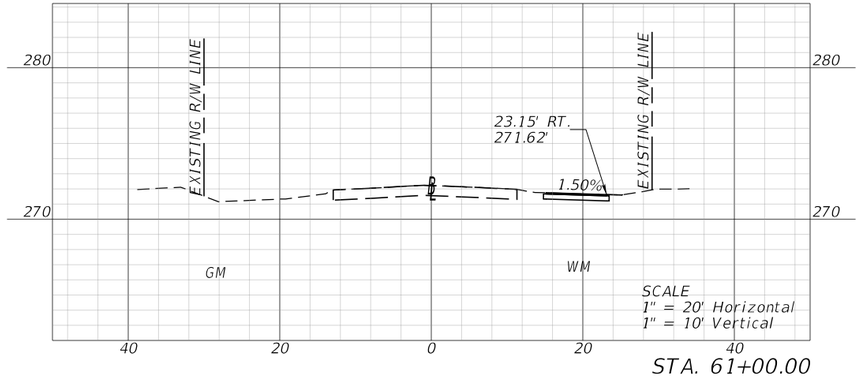

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		29
					WALTON RD	WALTON	450942-1-54-01		

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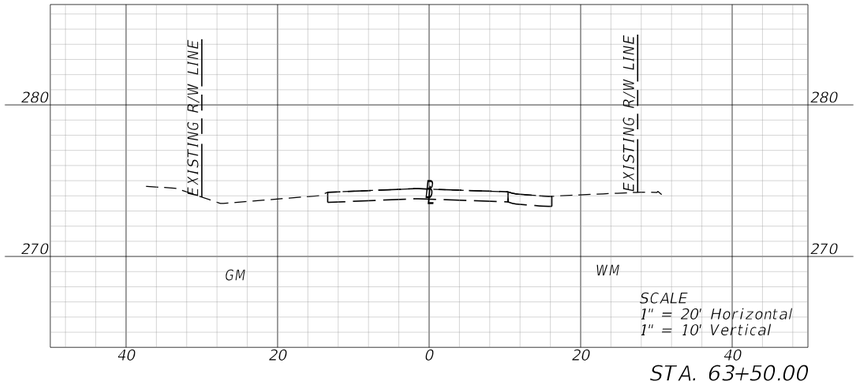

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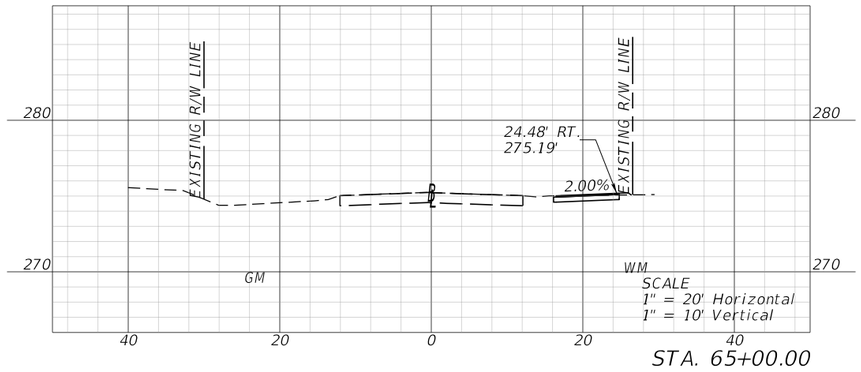

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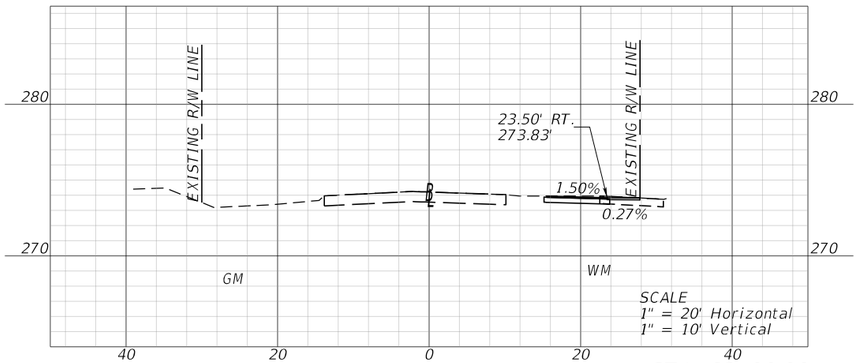

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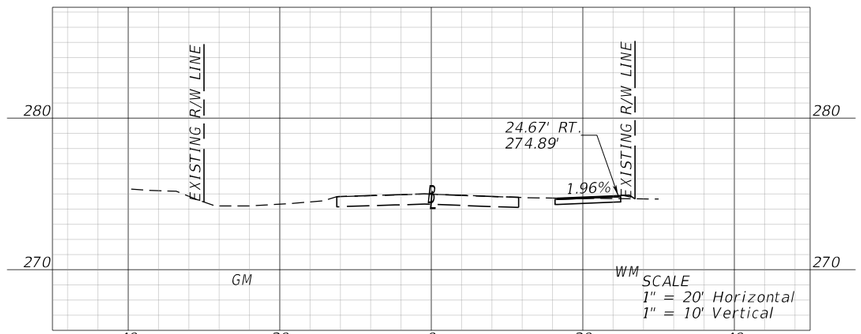

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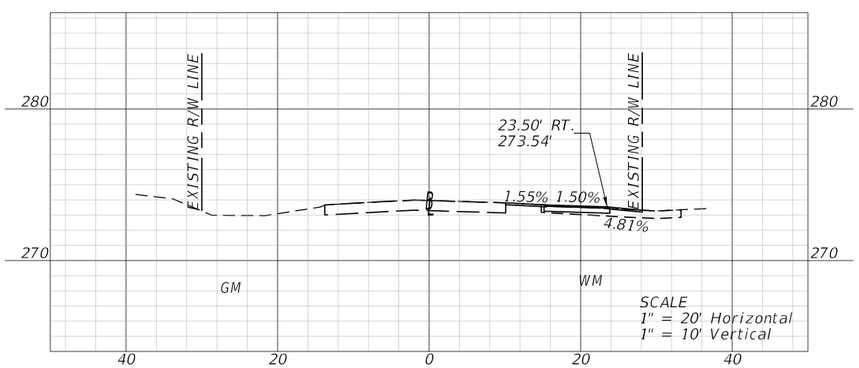

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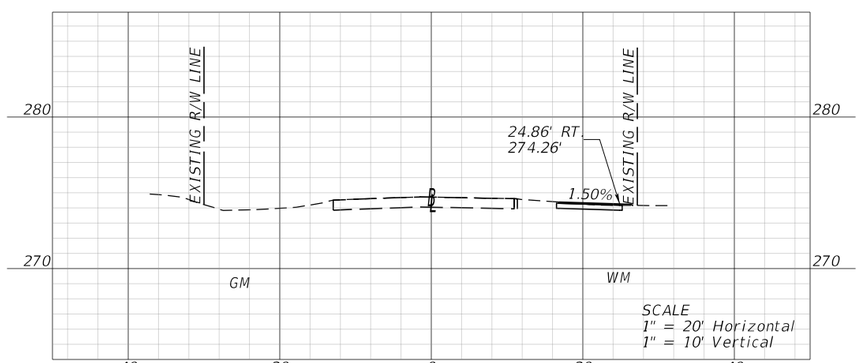

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CROSS SECTIONS	30
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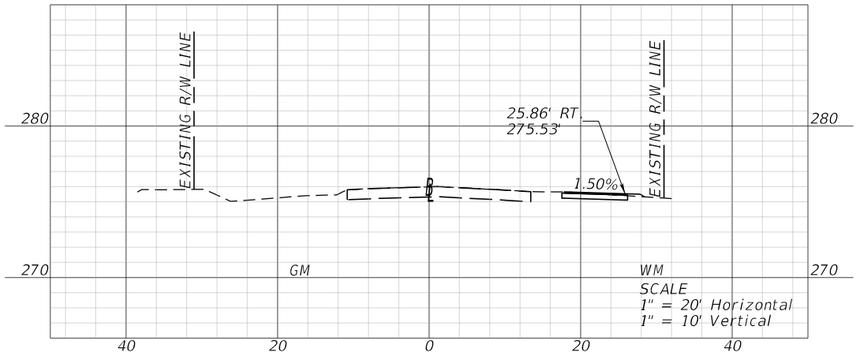

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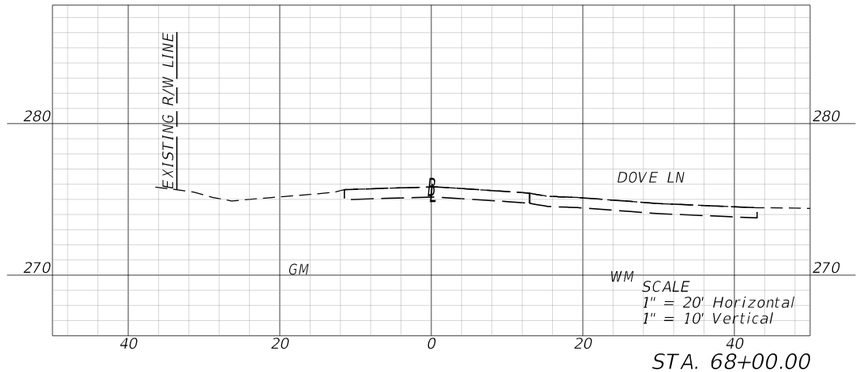

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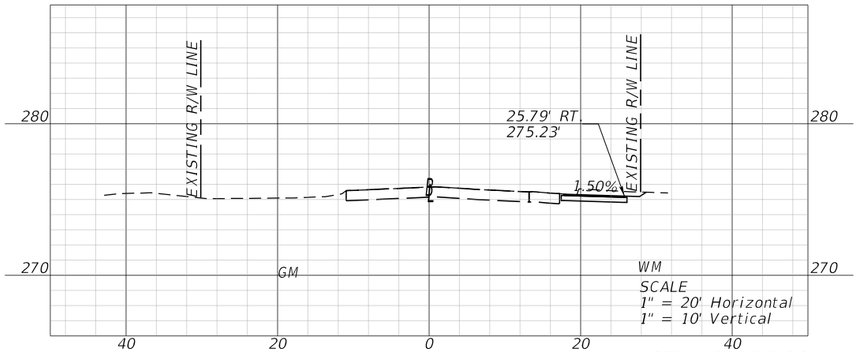

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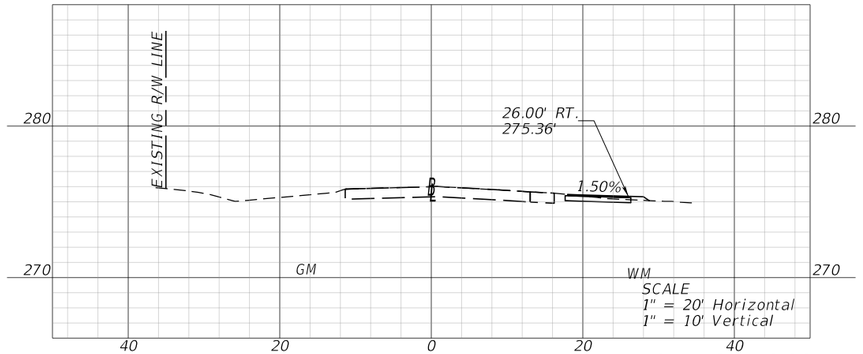

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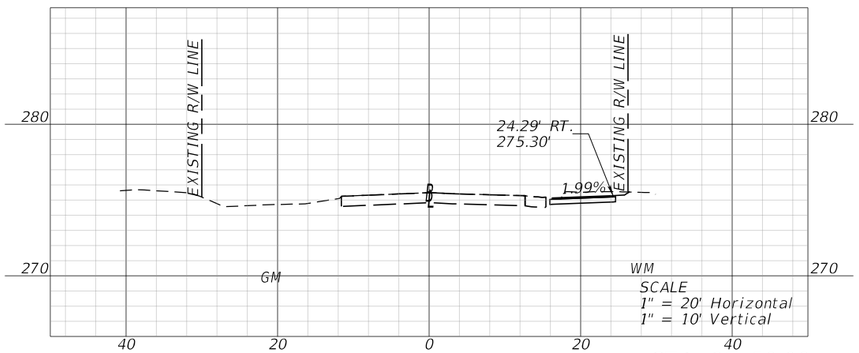

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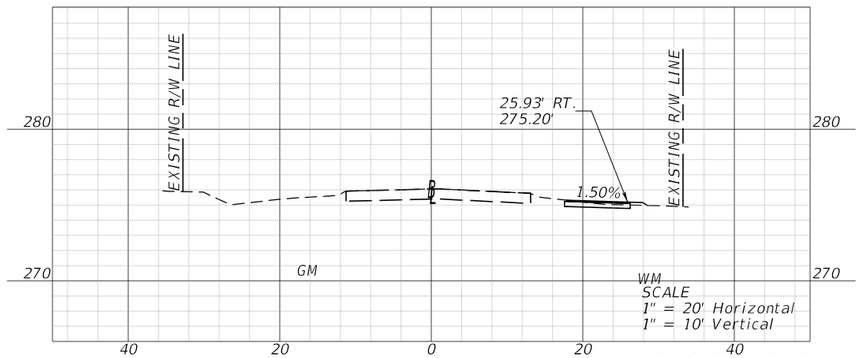

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		31
					WALTON RD	WALTON	450942-1-54-01		

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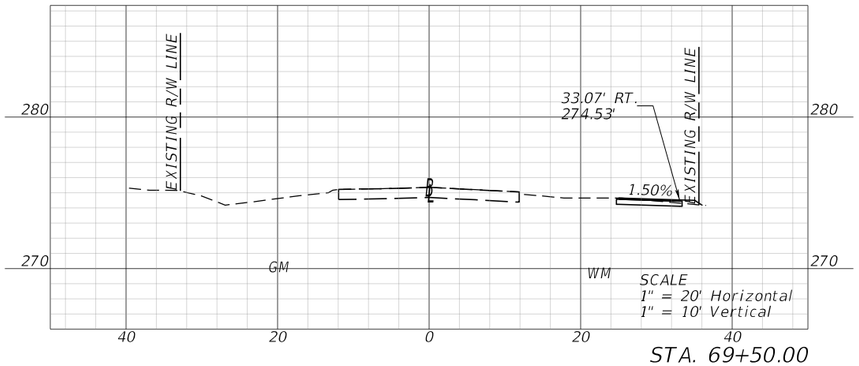

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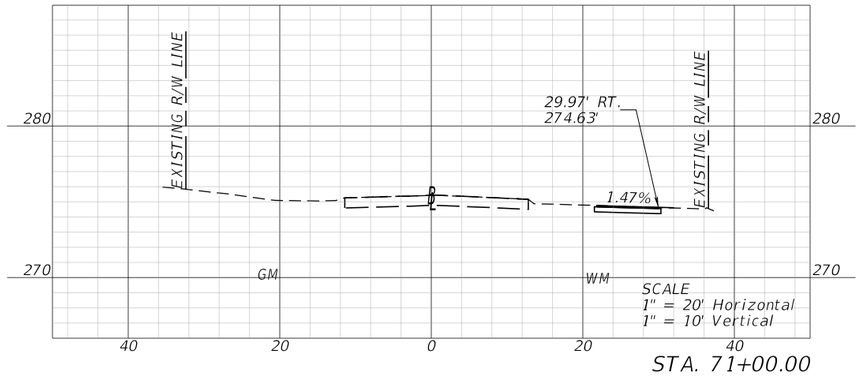

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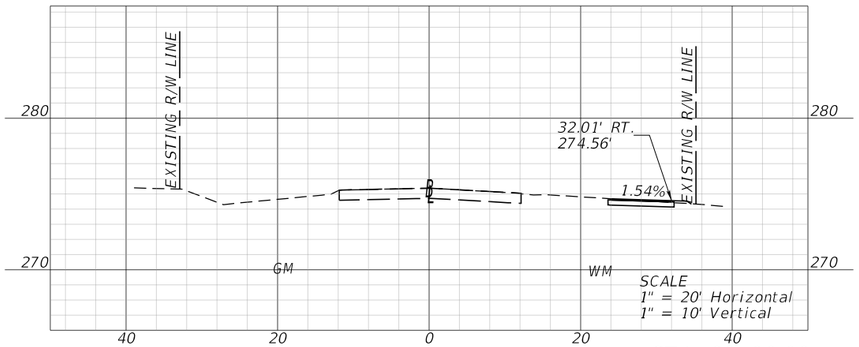

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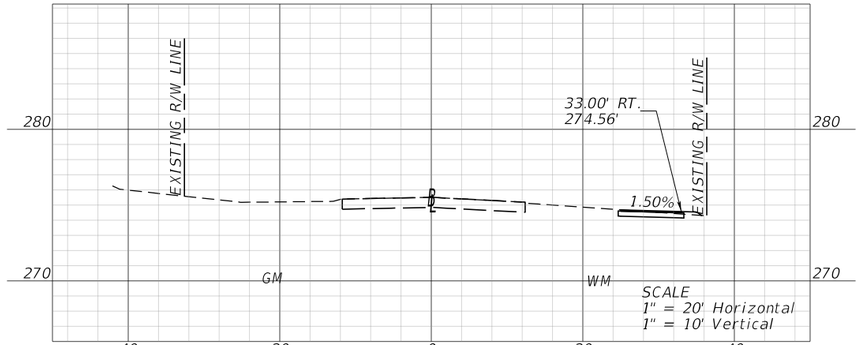

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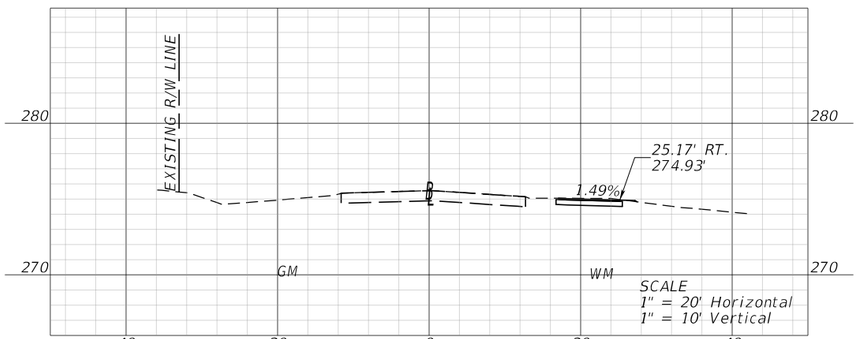

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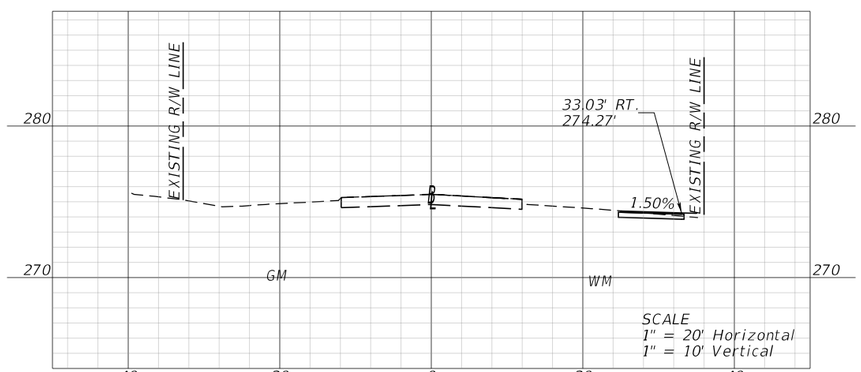

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		32
					WALTON RD	WALTON	450942-1-54-01		

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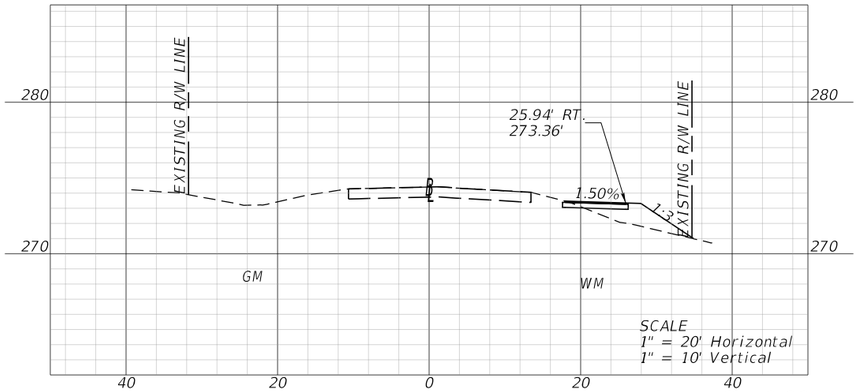

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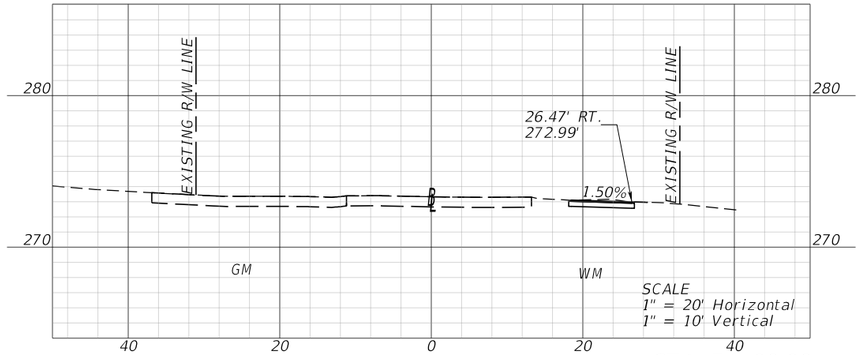

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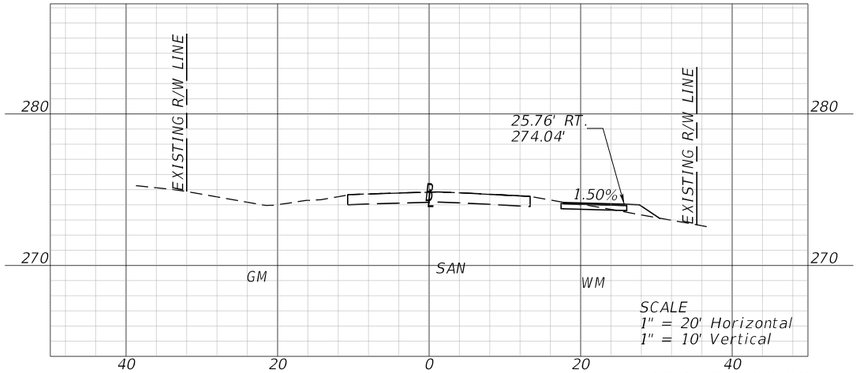

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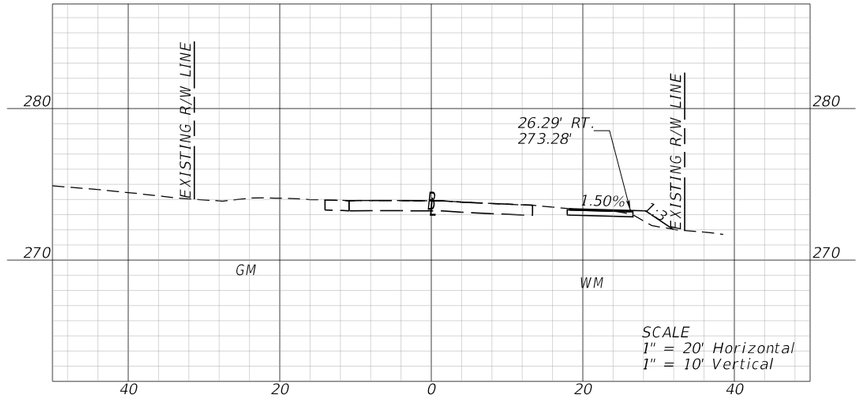

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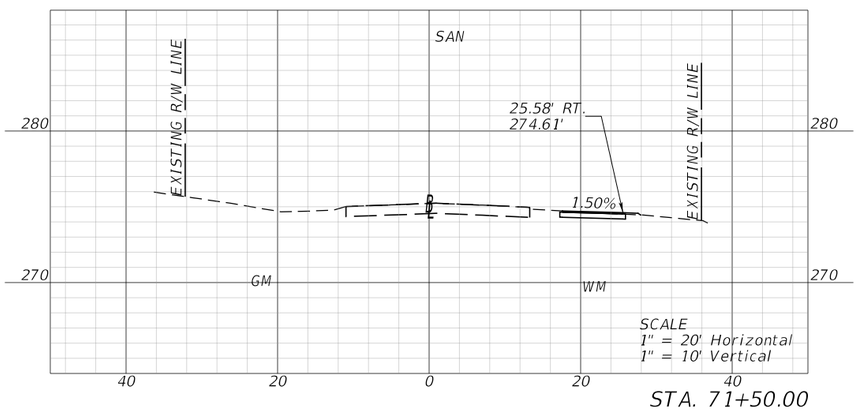

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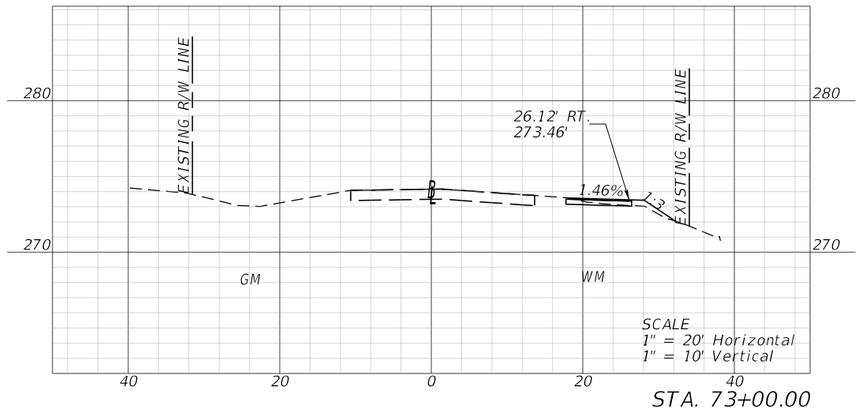

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		33
					WALTON RD	WALTON	450942-1-54-01		

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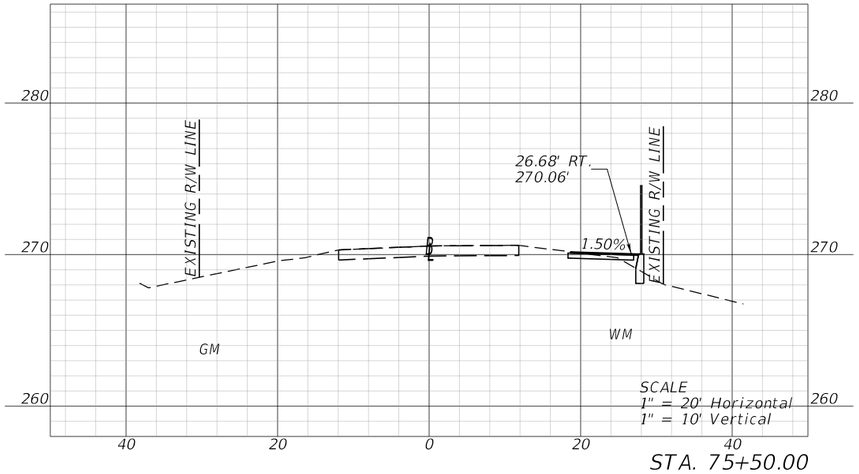

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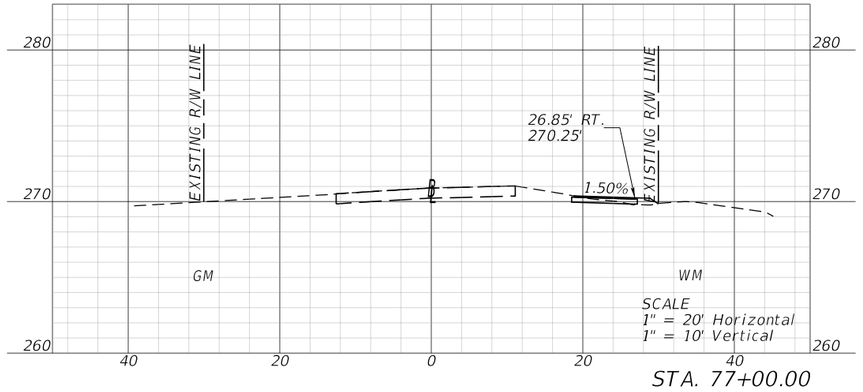

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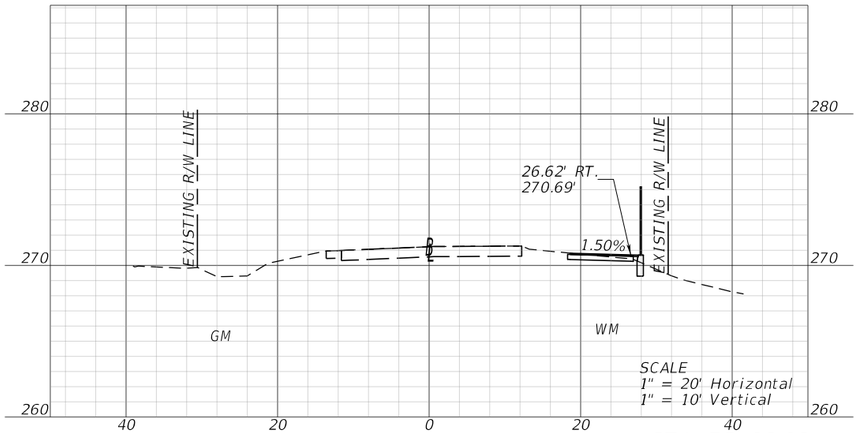

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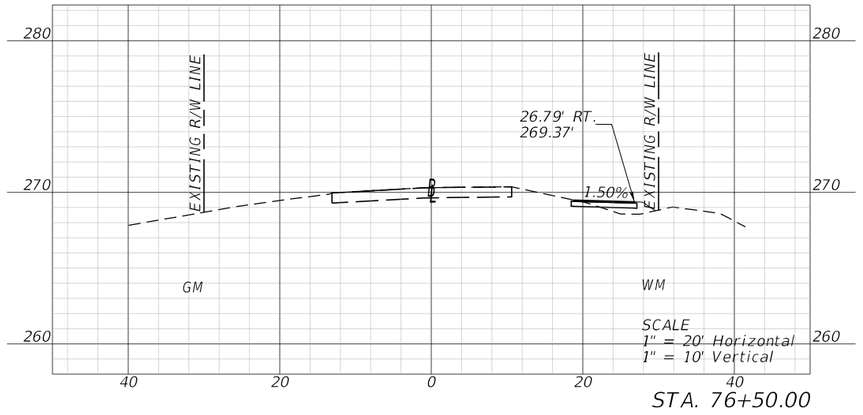

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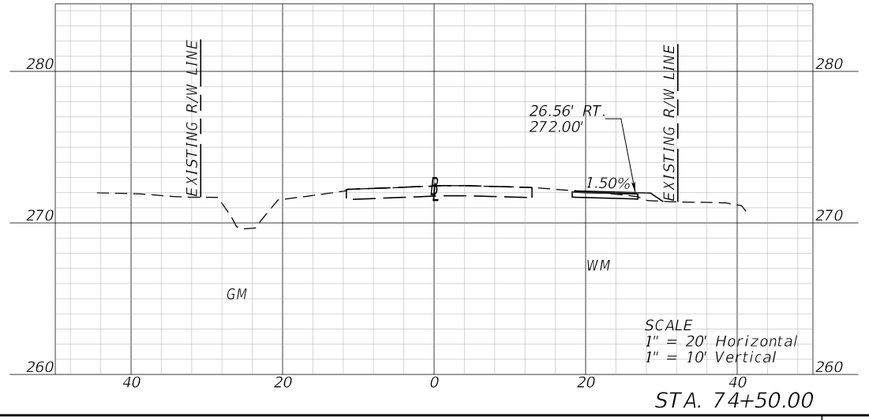

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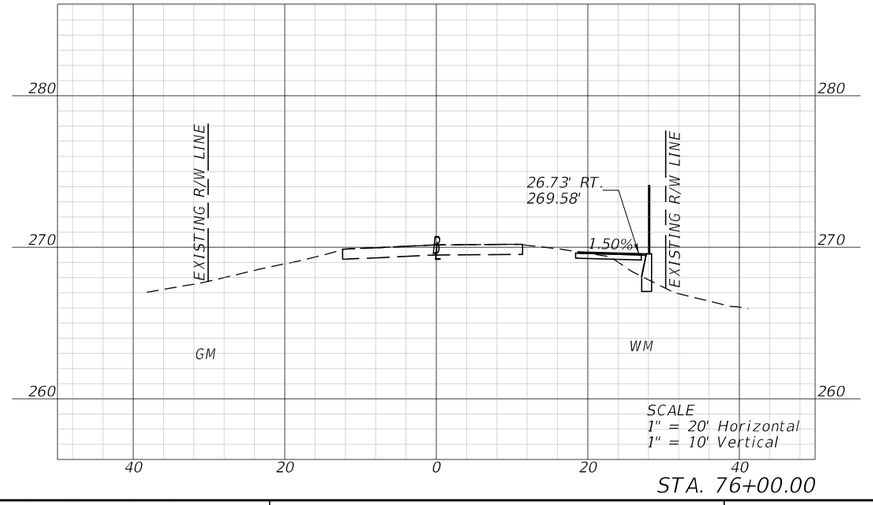

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		34
					WALTON RD	WALTON	450942-1-54-01		

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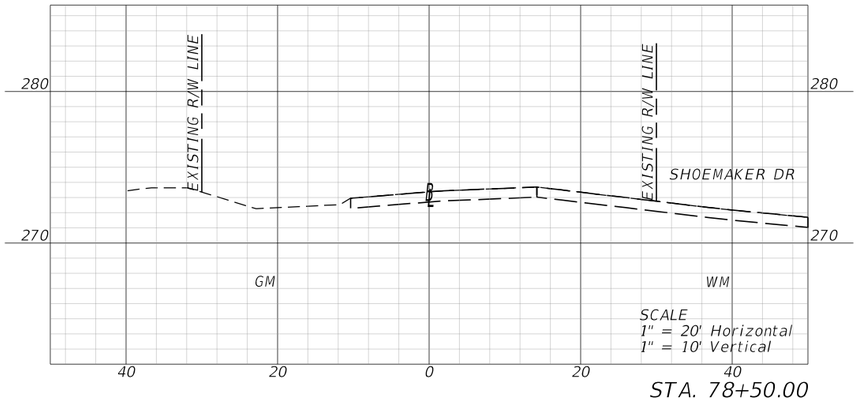

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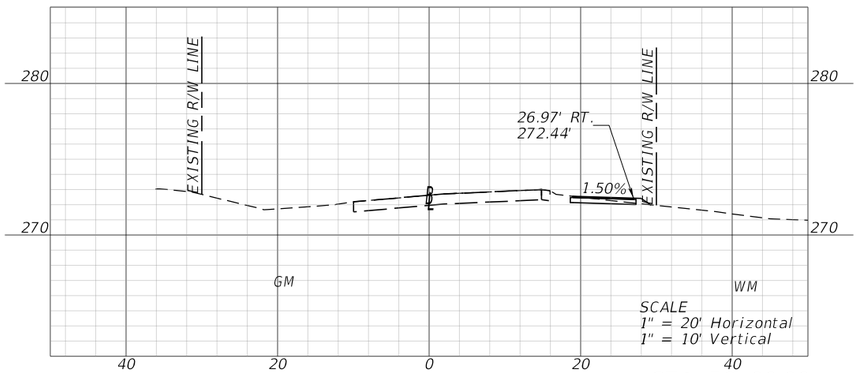

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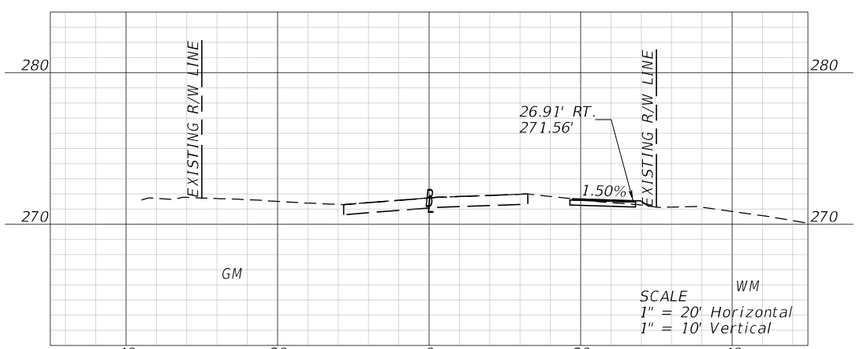

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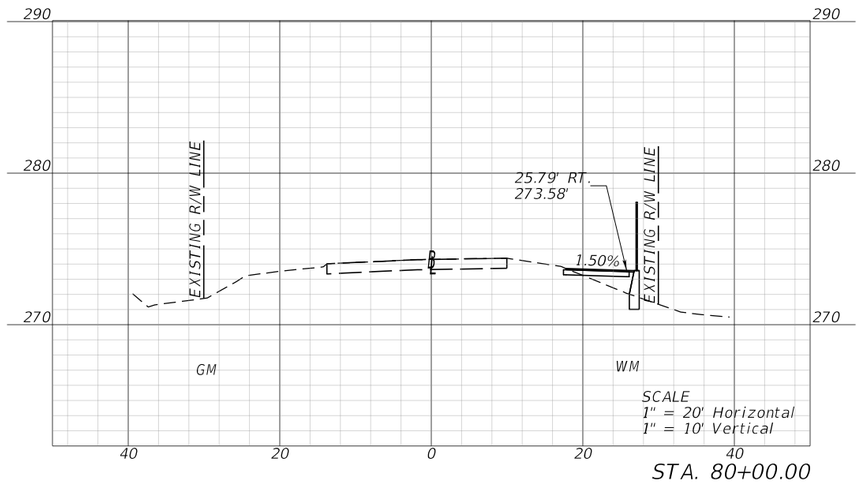

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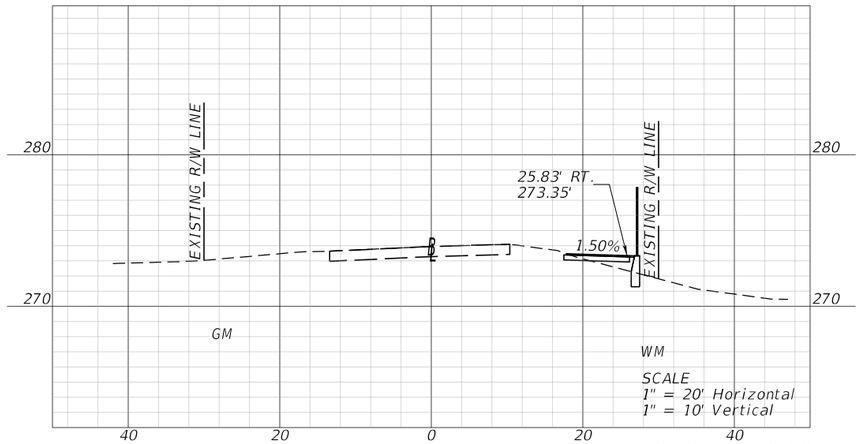

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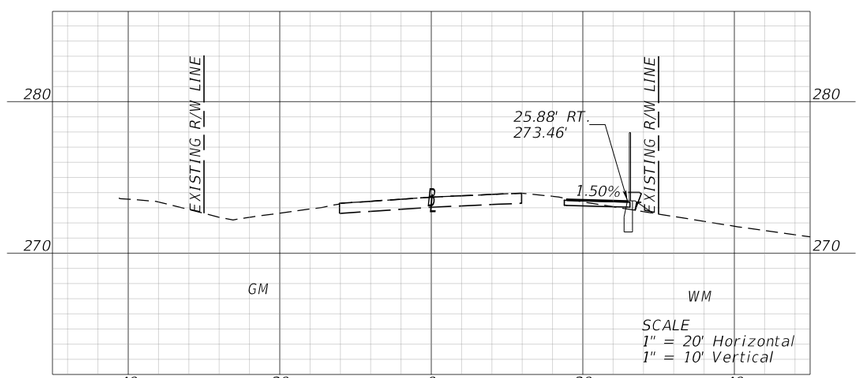

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		35
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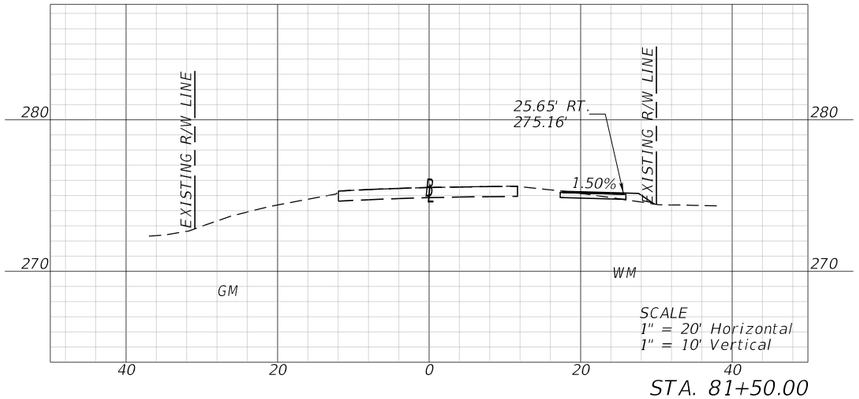

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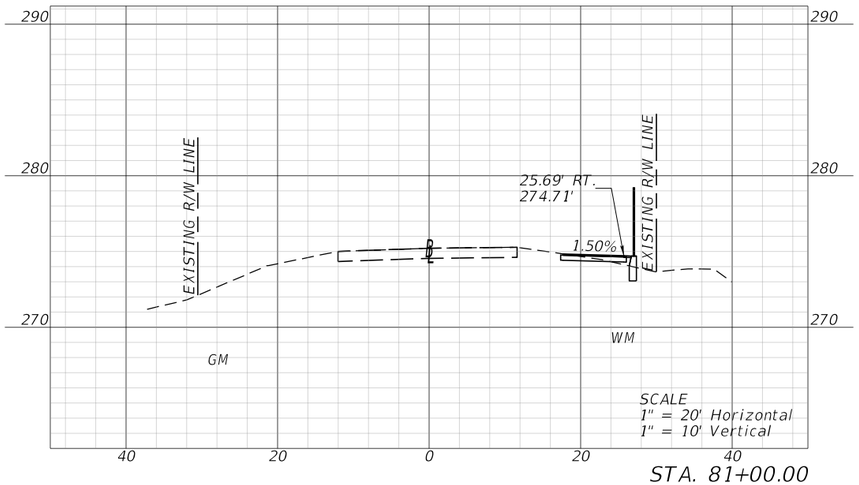

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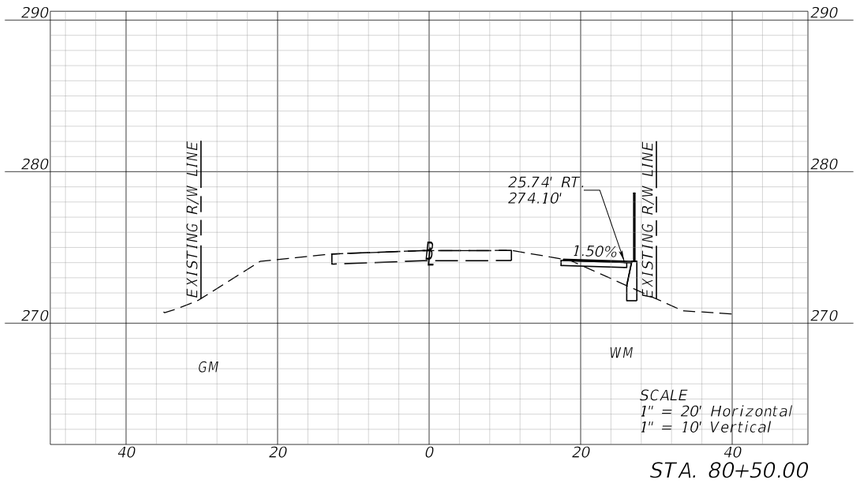

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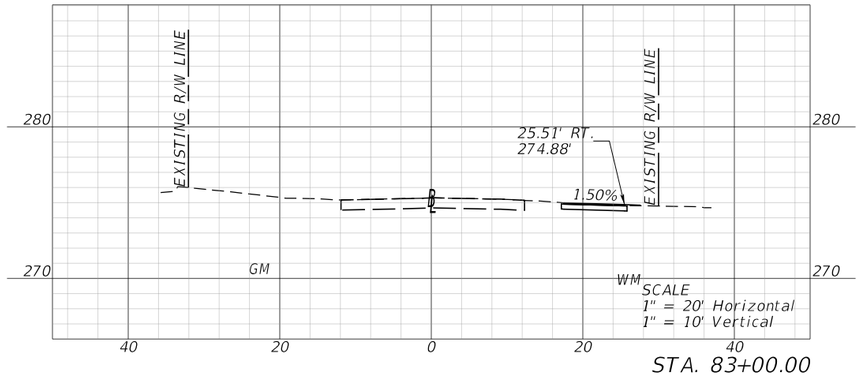

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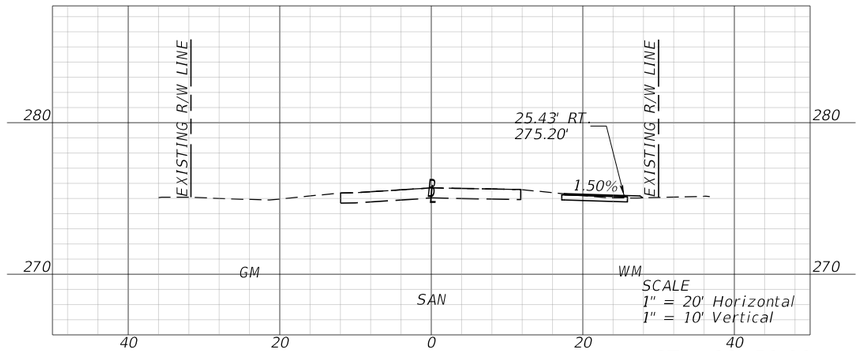

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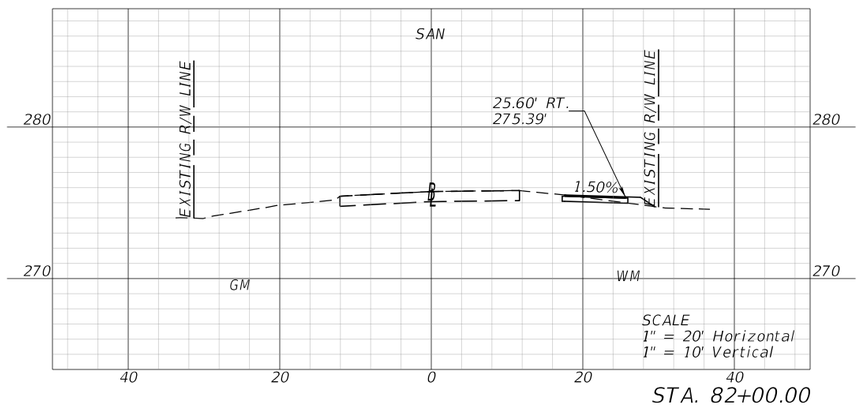

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REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			CROSS SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		36
					WALTON RD	WALTON	450942-1-54-01		

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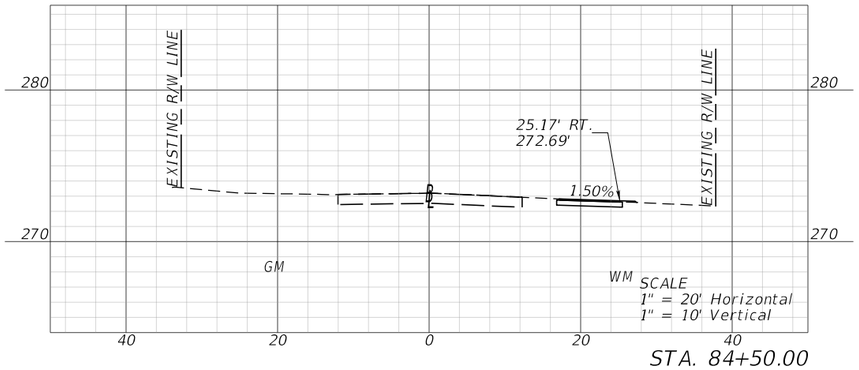

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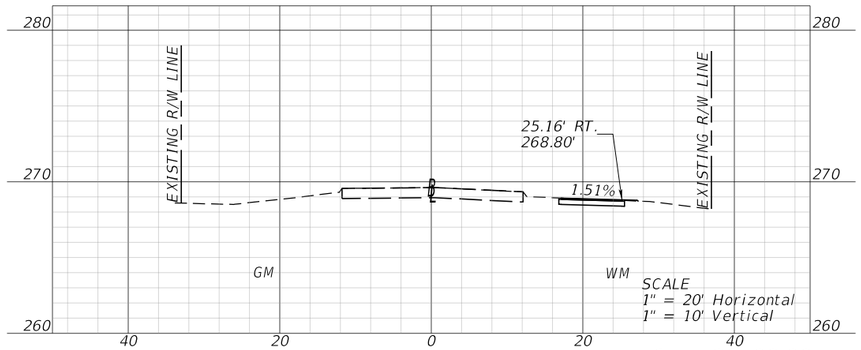

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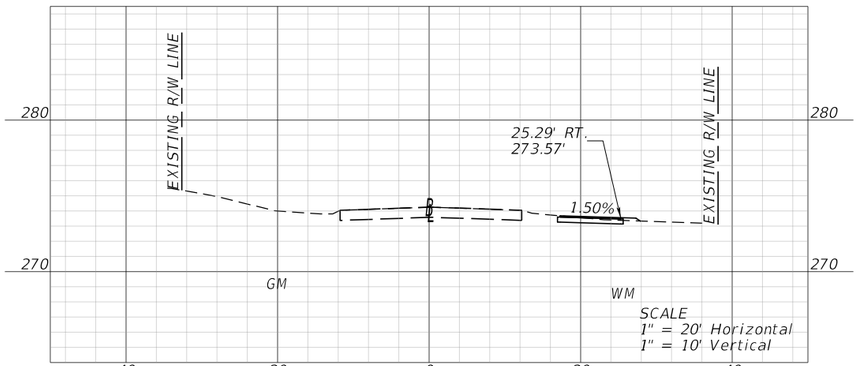

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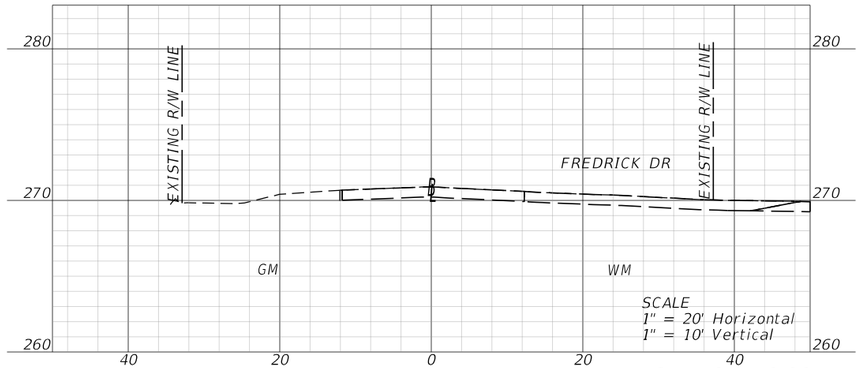

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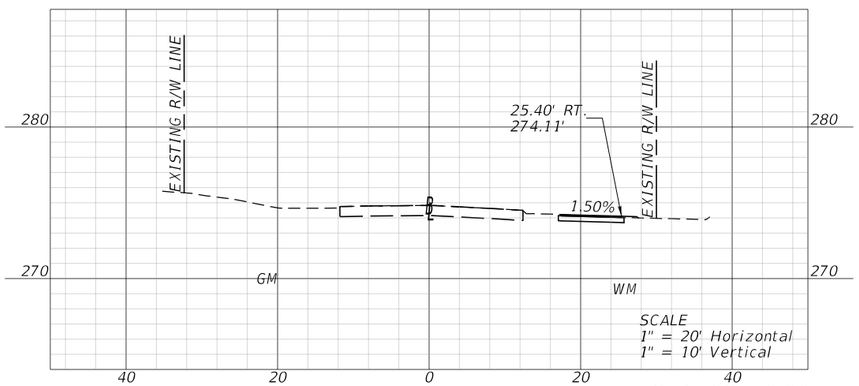

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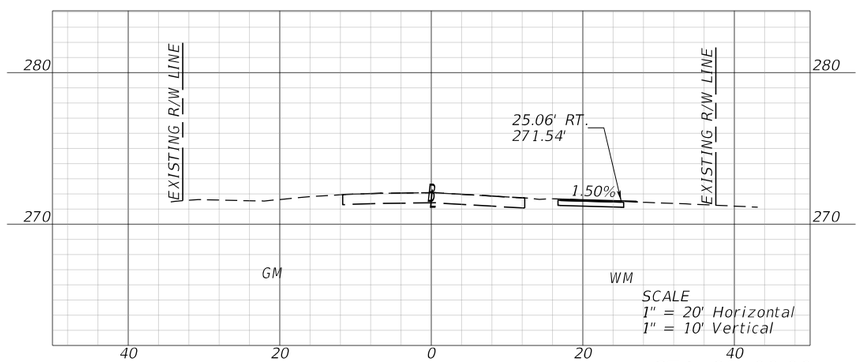

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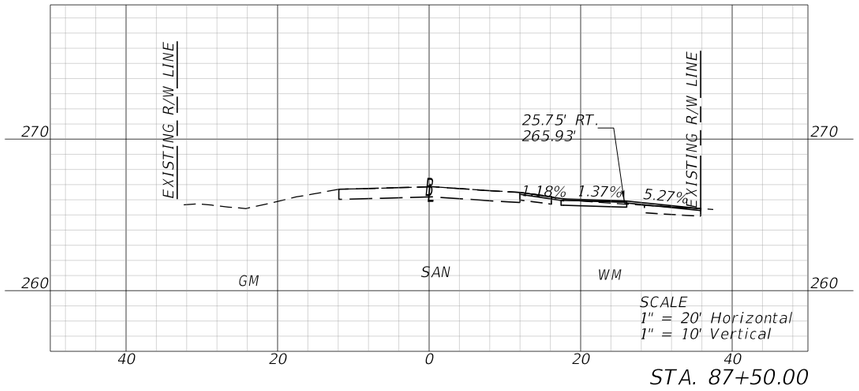

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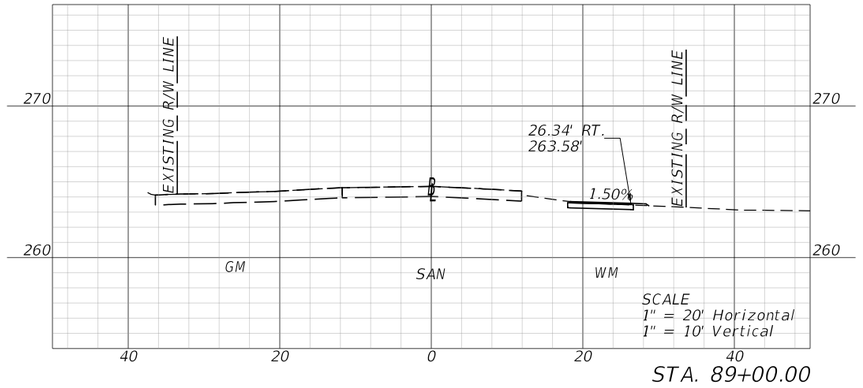

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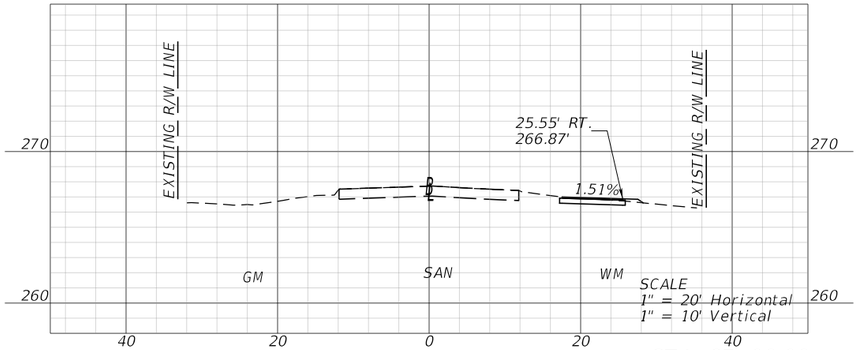

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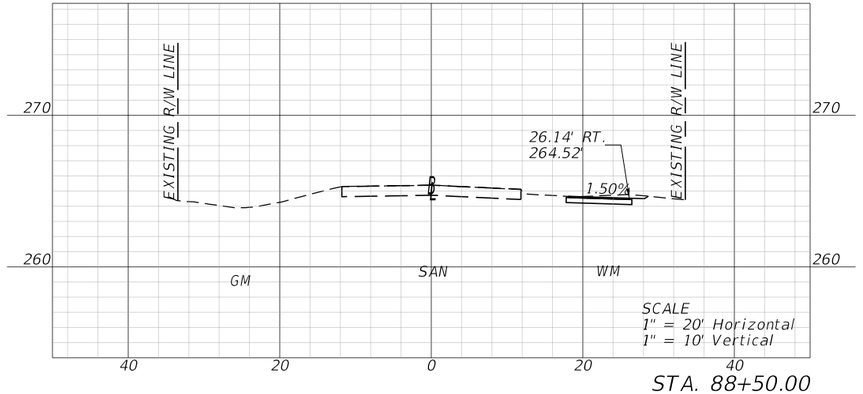

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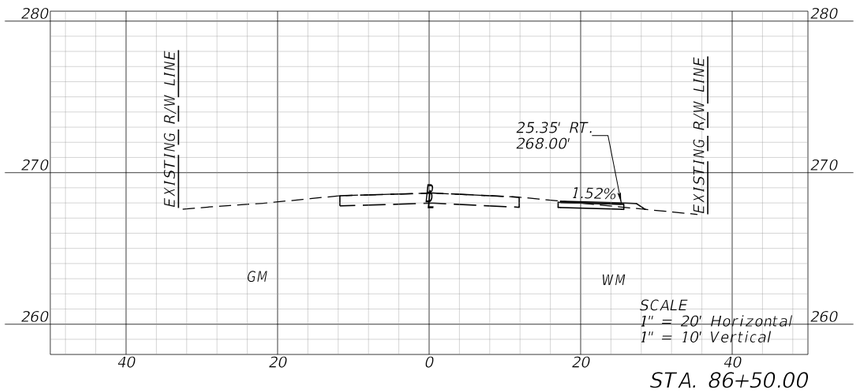

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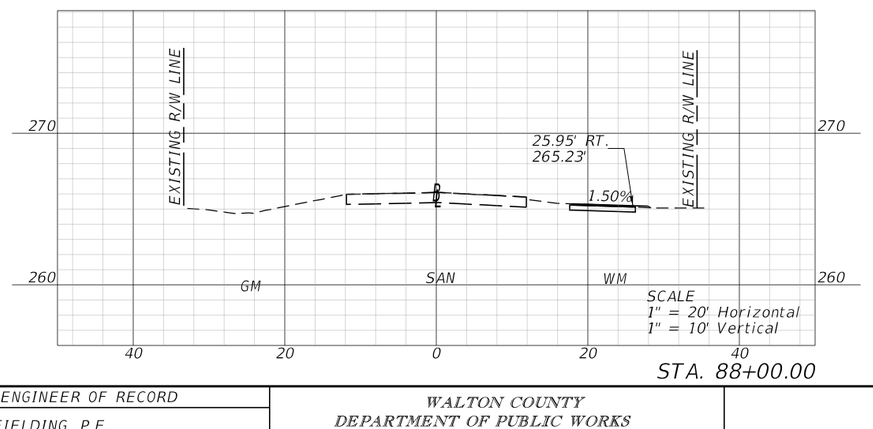

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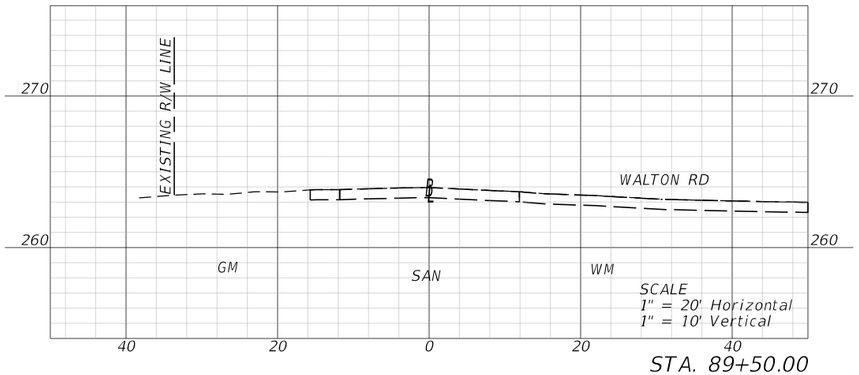

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SITE DESCRIPTION

PAVED PATH CONSTRUCTION ALONG WALTON RD FROM STATE ROAD 187 (US 331) EAST TO 20TH ST IN WALTON COUNTY, FLORIDA

SITE LOCATION:
THE PROJECT IS LOCATED IN THE NORTHERN PART OF WALTON COUNTY.
THE ROAD IS OWNED AND MAINTAINED BY WALTON COUNTY.

DESCRIPTION:

SOIL DISTURBING ACTIVITIES WILL INCLUDE:
REMOVAL OF VEGETATION, EARTHWORK, GRADING, PAVING, AND DRAINAGE.

SOILS:
SEE REPORT OF GEOTECHNICAL EXPLORATION IN PROJECT MANUAL

SITE MAPS:
* SEE ATTACHED CONSTRUCTION PLANS FOR PRE & POST DEVELOPMENT GRADES, AREAS OF SOILS, DISTURBANCE, LOCATION OF SURFACE WATERS, WETLANDS, PROTECTED AREAS, MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS AND STORM WATER DISCHARGE POINTS.

SITE AREA: 1. TOTAL AREA TO BE DISTURBED = 2.2 ACRES (APPROX.)

NAME OF RECEIVING WATERS: ROADSIDE SWALES, UNNAMED WETLANDS, AND LAKE STANLEY

CONTROLS

THIS PLAN UTILIZES BEST MANAGEMENT PRACTICES TO CONTROL EROSION AND SEDIMENTATION CAUSED BY STORMWATER RUNOFF. EROSION AND SEDIMENTATION CONTROLS ON THE SITE PLAN HAVE BEEN PREPARED TO INSTRUCT THE CONTRACTOR ON PLACEMENT OF THESE CONTROLS. IT IS THE CONTRACTORS RESPONSIBILITY TO INSTALL AND MAINTAIN THE CONTROLS PER PLAN AS WELL AS ENSURING THE PLAN IS PROVIDING THE PROPER PROTECTION AS REQUIRED BY FEDERAL, STATE AND LOCAL LAWS. REFER TO "CONTRACTORS RESPONSIBILITY" FOR A VERBAL DESCRIPTION OF THE CONTROLS THAT MAY BE IMPLEMENTED.

STORMWATER MANAGEMENT

RUNOFF WILL BE COLLECTED IN VARIOUS LOCALIZED SWALES.

GENERAL

THE CONTRACTOR SHALL AT A MINIMUM IMPLEMENT THE CONTRACTOR'S REQUIREMENTS OUTLINED HEREON AND THOSE MEASURES SHOWN ON THE SWPPP SITE PLAN. IN ADDITION THE CONTRACTOR SHALL UNDERTAKE ADDITIONAL MEASURES REQUIRED TO BE IN COMPLIANCE WITH APPLICABLE PERMIT CONDITIONS AND STATE WATER QUALITY STANDARDS. DEPENDING ON THE NATURE OF MATERIALS AND METHODS OF CONSTRUCTION THE CONTRACTOR MAY BE REQUIRED TO IMPLEMENT SEDIMENTATION CONTROL MEASURES NOT SPECIFICALLY LISTED OR SHOWN HEREON AT NO COST TO THE OWNER.

SEQUENCE OF MAJOR ACTIVITIES:

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

1. INSTALL EROSION AND SEDIMENTATION CONTROLS ACCORDING TO THE CONTRACT DOCUMENTS.
2. CONSTRUCT SITE IMPROVEMENTS.
3. INSTALL ADDITIONAL EROSION AND SEDIMENTATION CONTROLS AS MAY BE WARRANTED TO CONTROL ADVERSE ENVIRONMENTAL IMPACTS AND TO MEET APPLICABLE PERMIT REQUIREMENTS.
4. MAINTAIN EROSION AND SEDIMENTATION CONTROLS AND REPAIR ERODED AREAS THROUGHOUT CONSTRUCTION UNTIL THE SITE IS STABILIZED AND ACCEPTED BY THE OWNER.

PERMITS:

1. CONTRACTOR SHALL OBTAIN A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FOR CONSTRUCTION ACTIVITIES AND SHALL ABIDE BY NPDES PERMIT CONDITIONS. CONTRACTOR MAY UTILIZE THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INCLUDED IN THESE PLANS OR PROVIDE HIS OWN SWPPP FOR NPDES PERMITTING. COST FOR OBTAINING AN NPDES PERMITS AND FOR ABIDING BY ALL PERMIT CONDITIONS SHALL BE BORNE BY THE CONTRACTOR.
2. THE ACTIVITIES OF THIS PROJECT FALL WITHIN PERMITTING EXEMPTIONS.

TIMING OF CONTROLS/MEASURES

AS INDICATED IN THE SEQUENCE OF MAJOR ACTIVITIES, THE SILT FENCES AND HAY BALES, WILL BE CONSTRUCTED PRIOR TO CLEARING OR GRADING OF ANY OTHER PORTIONS OF THE SITE. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN AN AREA, THAT AREA WILL BE STABILIZED PERMANENTLY IN ACCORDANCE WITH THE PLANS. AFTER THE ENTIRE SITE IS STABILIZED, THE ACCUMULATED SEDIMENT WILL BE REMOVED FROM ANY SEDIMENT TRAPS, THE RETENTION POND BOTTOM WILL BE CONTOURED TO TO FINAL ELEVATION, AND THE SITE STABILIZED IN ACCORDANCE WITH THE EROSION & SEDIMENTATION CONTROL PLAN.

CONTROLS

IT IS THE CONTRACTORS RESPONSIBILITY TO IMPLEMENT THE EROSION AND SEDIMENTATION CONTROLS AS SHOWN ON THE SITE PLAN. IT IS ALSO THE CONTRACTORS RESPONSIBILITY TO ENSURE THESE CONTROLS ARE PROPERLY INSTALLED, MAINTAINED AND FUNCTIONING PROPERLY TO PREVENT TURBID OR POLLUTED WATER FROM LEAVING THE PROJECT SITE. THE CONTRACTOR WILL ADJUST THE EROSION AND SEDIMENTATION CONTROLS SHOWN ON THE SITE PLAN AND ADD ADDITIONAL CONTROL MEASURES, AS REQUIRED,TO ENSURE THE SITE MEETS ALL FEDERAL, STATE AND LOCAL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS AT NO ADDITIONAL COST TO THE OWNER. THE FOLLOWING BEST MANAGEMENT PRACTICES WILL BE IMPLEMENTED BY THE CONTRACTOR AS REQUIRED BY THE EROSION AND SEDIMENTATION CONTROL PLAN AND AS REQUIRED TO MEET THE EROSION AND SEDIMENTATION REQUIREMENTS IMPOSED ON THE PROJECT SITE BY THE REGULATORY AGENCIES.

EROSION AND SEDIMENT CONTROLS STABILIZATION PRACTICES

11. HAY BALE BARRIER: HAY BALE BARRIERS CAN BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
    - 11.A. WHERE THE MAXIMUM SLOPE BEHIND THE BARRIER IS 33 PERCENT.
    - 11.B. IN MINOR SWALES OR DITCH LINES WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS NO GREATER THAN 2 ACRES.
    - 11.C. WHERE EFFECTIVENESS IS REQUIRED FOR LESS THAN 3 MONTHS.
    - 11.D. EVERY EFFORT SHOULD BE MADE TO LIMIT THE USE OF STRAW BALE BARRIERS CONSTRUCTED IN LIVE STREAMS OR IN SWALES WHERE THERE IS THE POSSIBILITY OF A WASHOUT. IF NECESSARY, MEASURES SHALL BE TAKEN TO PROPERLY ANCHOR BALES TO INSURE AGAINST WASHOUT.
12. FILTER FABRIC BARRIER: FILTER FABRIC BARRIERS CAN BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
    - 12.A. WHERE THE MAXIMUM SLOPE BEHIND THE BARRIER IS 33 PERCENT.
    - 12.B. IN MINOR SWALES OR DITCH LINES WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS NO GREATER THAN 2 ACRES.
13. BRUSH BARRIER WITH FILTER FABRIC: BRUSH BARRIER MAY BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WHERE ENOUGH RESIDUE MATERIAL IS AVAILABLE ON SITE. USE OF BRUSH BARRIER MUST RECEIVE SEPARATE APPROVAL FROM THE OWNER.
14. LEVEL SPREADER: A LEVEL SPREADER MAY BE USED WHERE SEDIMENT-FREE STORM RUNOFF IS INTERCEPTED AND DIVERTED AWAY FROM THE GRADED AREAS ONTO UNDISTURBED STABILIZED AREAS. THIS PRACTICE APPLIES ONLY IN THOSE SITUATIONS WHERE THE SPREADER CAN BE CONSTRUCTED ON UNDISTURBED SOIL AND THE AREA BELOW THE LEVEL LIP IS STABILIZED. THE WATER SHOULD NOT BE ALLOWED TO RECONCENTRATE AFTER RELEASE.
15. STOCKPILING MATERIAL: NO EXCAVATED MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE INTO ANY ADJACENT WATER BODY OR STORM WATER COLLECTION FACILITY.
16. EXPOSED AREA LIMITATION: THE SURFACE AREA OF OPEN, RAW ERODIBLE SOIL EXPOSED BY CLEARING AND GRUBBING OPERATIONS OR EXCAVATION AND FILLING OPERATIONS SHALL NOT EXCEED 20 ACRES. THIS REQUIREMENT MAY BE WAIVED FOR LARGE PROJECTS WITH AN EROSION CONTROL PLAN WHICH DEMONSTRATES THAT OPENING OF ADDITIONAL AREAS WILL NOT SIGNIFICANTLY AFFECT OFF-SITE DEPOSIT OF SEDIMENTS.
17. DROP INLET PROTECTION: PROVIDE SEDIMENT CONTROL MEASURES AS APPROPRIATE DURING CONSTRUCTION INCLUDING BUT NOT LIMITED TO STRAW BALE DROP INLET SEDIMENT FILTERS AND/OR PRE-MANUFACTURED INLET INSERTS (ULTRA-TECH ULTRA-GRATEGUARD GRATE COVER, ULTRA-TECH ULTRA-DRAINGUARD CATCH BASIN INSERT, OR EQUIVALENT) AT ALL EXISTING OR INSTALLED DROP INLET BOXES WHERE THE TOP OF BOX IS NOT AT LEAST 10" ABOVE THE NEAREST ADJACENT UNFINISHED GRADE.
18. CURB INLET PROTECTION: PROVIDE SEDIMENT CONTROL MEASURES AS APPROPRIATE DURING CONSTRUCTION INCLUDING BUT NOT LIMITED TO STRAW BALE CURB INLET SEDIMENT FILTERS AND/OR PRE-MANUFACTURED INLET INSERTS (ULTRA-TECH ULTRA-CURBGUARD, ULTRA-TECH ULTRA-GUTTERGUARD, OR EQUIVALENT) AT ALL EXISTING OR INSTALLED CURB INLETS.
19. TEMPORARY SEEDING: AREAS OPENED BY CONSTRUCTION OPERATIONS AND THAT ARE NOT ANTICIPATED TO BE RE-EXCAVATED OR DRESSED AND RECEIVE FINAL GRASSING TREATMENT WITHIN 30 DAYS SHALL BE SEEDED WITH A QUICK GROWING GRASS OR SIMILAR SPECIES WHICH WILL PROVIDE AN EARLY COVER DURING THE SEASON IN WHICH IT IS PLANTED AND WILL NOT LATER COMPETE WITH THE PERMANENT GRASSING.
20. TEMPORARY SEEDING AND MULCHING: SLOPES STEEPER THAN 6:1 THAT FALL WITHIN THE CATEGORY ESTABLISHED IN PARAGRAPH 8 ABOVE SHALL ADDITIONALLY RECEIVE MULCHING OF APPROXIMATELY 2 INCHES LOOSE MEASURE OF MULCH MATERIAL CUT INTO THE SOIL OF THE SEEDED AREA ADEQUATE TO PREVENT MOVEMENT OF SEED AND MULCH.
21. TEMPORARY GRASSING: THE SEEDED OR SEEDED AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED OR HYDROMULCHED OR OTHER SUITABLE METHODS IF REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER. TEMPORARY GRASSING SHALL BE THE SAME MIX & AMOUNT REQUIRED FOR PERMANENT GRASSING IN THE CONTRACT SPECIFICATIONS.
22. TEMPORARY REGRASSING: IF, AFTER 30 DAYS FROM SEEDING, THE TEMPORARY GRASSED AREAS HAVE NOT ATTAINED A MINIMUM OF 75 PERCENT GOOD GRASS COVER, THE AREA WILL BE REWORKED AND ADDITIONAL SEED APPLIED SUFFICIENT TO ESTABLISH THE DESIRED VEGETATIVE COVER.
23. MAINTENANCE: ALL FEATURES OF THE PROJECT DESIGNED AND CONSTRUCTED TO PREVENT EROSION AND SEDIMENT SHALL BE MAINTAINED DURING THE LIFE OF THE CONSTRUCTION SO AS TO FUNCTION AS THEY WERE ORIGINALLY DESIGNED AND CONSTRUCTED.
24. PERMANENT EROSION CONTROL: THE EROSION CONTROL FACILITIES OF THE PROJECT SHOULD BE DESIGNED TO MINIMIZE THE IMPACT ON THE OFFSITE FACILITIES.
25. PERMANENT SEEDING: ALL AREAS WHICH HAVE BEEN DISTURBED BY CONSTRUCTION WILL, AS A MINIMUM, BE SEEDED. THE SEEDING MIX MUST PROVIDE BOTH LONG-TERM VEGETATION AND RAPID GROWTH SEASONAL VEGETATION. SLOPES STEEPER THAN 4:1 SHALL BE SODDED.
26. REFER TO OTHER NOTES AND/OR DETAILS FOR MORE RESTRICTIVE GRASSING/SODDING REQUIREMENTS.

STRUCTURAL PRACTICES

1. THE FOLLOWING MEASURES MAY BE USED EARLY IN THE PROJECT AS APPROPRIATE.
2. TEMPORARY DIVERSION DIKE: TEMPORARY DIVERSION DIKES MAY BE USED TO DIVERT RUNOFF THROUGH A SEDIMENT-TRAPPING FACILITY.
3. TEMPORARY SEDIMENT TRAP: A SEDIMENT TRAP SHALL BE INSTALLED IN A DRAINAGE WAY AT A STORM DRAIN INLET OR AT OTHER POINTS OF DISCHARGE FROM A DISTURBED AREA. THE FOLLOWING SEDIMENT TRAPS MAY BE CONSTRUCTED EITHER INDEPENDENTLY OR IN CONJUNCTION WITH A TEMPORARY DIVERSION DIKE:
   - 3.A. BLOCK & GRAVEL SEDIMENT FILTER – THIS PROTECTION IS APPLICABLE WHERE HEAVY FLOWS AND/OR WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE.
   - 3.B. GRAVEL SEDIMENT TRAP – THIS PROTECTION IS APPLICABLE WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED, BUT NOT WHERE PONDING AROUND THE STRUCTURE MIGHT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES & UNPROTECTED AREAS.
   - 3.C. DROP INLET SEDIMENT TRAP – THIS PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (S < 5%) AND WHERE SHEET OR OVERLAND FLOWS (Q < 0.5 CFS) ARE TYPICAL. THIS METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREET OR HIGHWAY MEDIANS.
4. OUTLET PROTECTION: REQUIRED AT THE OUTLETS OF ALL PIPES AND PAVED CHANNEL SECTIONS WHERE THE FLOW COULD CAUSE EROSION & SEDIMENT PROBLEM TO THE RECEIVING WATER BODY. SILT FENCE & HAY BALES ARE TO BE INSTALLED IMMEDIATELY DOWNSTREAM OF THE DISCHARGE STRUCTURE AS SHOWN ON THE OUTLET PROTECTION DETAIL.
5. SEDIMENT BASIN: WILL BE CONSTRUCTED AT THE COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH 10 OR MORE DISTURBED ACRES AT ONE TIME, THE PROPOSED STORM WATER PONDS (OR TEMPORARY PONDS) WILL BE CONSTRUCTED FOR USE AS SEDIMENT BASINS. THESE SEDIMENT BASINS MUST PROVIDE A MINIMUM OF 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED UNTIL FINAL STABILIZATION OF THE SITE.
   - 5.A. THE 3,600 CUBIC FEET OF STORAGE AREA PER ACRE DRAINED DOES NOT APPLY TO FLOWS FROM OFFSITE AREAS AND FLOWS FROM ONSITE AREAS THAT ARE EITHER UNDISTURBED OR HAVE UNDERGONE FINAL STABILIZATION WHERE SUCH FLOWS ARE DIVERTED AROUND BOTH THE DISTURBED AREA AND THE SEDIMENT BASIN. ANY TEMPORARY SEDIMENT BASINS CONSTRUCTED MUST BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS FOR STRUCTURAL FILL. ALL SEDIMENT COLLECTED IN PERMANENT OR TEMPORARY SEDIMENT TRAPS MUST BE REMOVED UPON FINAL STABILIZATION.

OTHER CONTROLS

WASTE DISPOSAL

LAND CLEARING/EXCAVATION MATERIALS

EXCESS SOIL AND OTHER LAND CLEARING MATERIALS SHALL BE DISPOSED OF IN LAWFULLY PERMITTED OFF SITE FACILITIES.

WASTE MATERIALS

CONTRACTOR SHALL BE RESPONSIBLE FOR STORING AND ULTIMATE DISPOSAL OF ALL WASTE MATERIALS IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL LAWS, RULES, CODES, AND REGULATIONS.

ALL WASTE MATERIALS EXCEPT LAND CLEARING DEBRIS SHALL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL CONTAINER. THE CONTAINER WILL MEET ALL LOCAL AND STATE SOLID WASTE MANAGEMENT REGULATIONS. THE CONTAINER WILL BE EMPTIED AS NEEDED AND THE TRASH WILL BE HAULED TO A STATE APPROVED LANDFILL. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED AT THE CONSTRUCTION SITE BY THE CONSTRUCTION SUPERINTENDENT. THE INDIVIDUAL WHO MANAGES THE DAY-TO-DAY SITE OPERATIONS WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.

HAZARDOUS WASTE

ANY AND ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES AND THE SITE SUPERINTENDENT. THE INDIVIDUAL WHO MANAGES DAY-TO-DAY SITE OPERATIONS WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED.

SANITARY WASTE

ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS AS NEEDED TO PREVENT POSSIBLE SPILLAGE. THE WASTE WILL BE COLLECTED AND DEPOSED OF IN ACCORDANCE WITH STATE AND LOCAL WASTE DISPOSAL REGULATIONS FOR SANITARY SEWER OR SEPTIC SYSTEMS.

OFFSITE VEHICLE TRACKING

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS.

INVENT. FOR POLLUTION PREVENTION PLAN

THE MATERIALS OR SUBSTANCES LISTED BELOW ARE EXPECTED TO BE PRESENT ONSITE DURING CONSTRUCTION:

☒ CONCRETE	☒ FERTILIZERS	☒ WOOD
☒ ASPHALT	☒ PETROLEUM BASED PRODUCTS	☒ MASONRY BLOCKS
☒ TAR	☒ CLEANING SOLVENTS	☐ ROOFING MATERIALS
☒ DETERGENTS	☒ PAINTS	☒ METAL STUDS
☒ TRANSFORMERS	☒ LIGHTING EQUIPMENT	☐ --------

SPILL PREVENTION

MATERIAL MANAGEMENT PRACTICES

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORM WATER RUNOFF.

GOOD HOUSEKEEPING

THE FOLLOWING GOOD HOUSEKEEPING PRACTICES WILL BE FOLLOWED ONSITE DURING THE CONSTRUCTION PROJECT.

* AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.
* ALL MATERIALS STORED ONSITE WILL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS AND, IF POSSIBLE, UNDER A ROOF OR OTHER ENCLOSURE.
* PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABEL.
* SUBSTANCES WILL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.
* WHENEVER POSSIBLE, ALL OF A PRODUCT WILL BE USED UP BEFORE DISPOSING OF THE CONTAINER.
* MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED.
* THE SITE SUPERINTENDENT WILL INSPECT DAILY TO ENSURE MATERIALS ONSITE RECEIVE PROPER USE AND DISPOSAL.

HAZARDOUS PRODUCTS

THESE PRACTICES ARE USED TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS.

* PRODUCTS WILL BE KEPT IN ORIGINAL CONTAINERS UNLESS THEY ARE NOT RESEALABLE.
* ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED; THEY CONTAIN IMPORTANT PRODUCT INFORMATION.
* IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S OR LOCAL AND STATE RECOMMENDED METHODS FOR PROPER DISPOSAL WILL BE FOLLOWED.

PRODUCT SPECIFIC PRACTICES
THE FOLLOWING PRODUCT SPECIFIC PRACTICES WILL BE FOLLOWED ONSITE:

PETROLEUM PRODUCTS

ALL ONSITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM BASED PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

FERTILIZERS

FERTILIZERS USED WILL BE APPLIED ONLY IN THE MINIMUM AMOUNTS RECOMMENDED. ONCE APPLIED, FERTILIZER WILL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORM WATER. STORAGE WILL BE IN A COVERED AREA. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER WILL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.

PAINTS

USE MANUFACTURES SPECIFICATIONS AND RECOMMENDATIONS FOR STORAGE AND DISPOSAL OF PAINT PRODUCTS.

CONCRETE TRUCKS

SHALL NOT BE CLEANED OR DISCHARGE SPOILED OR UNUSED CONCRETE ONSITE UNLESS OTHERWISE COORDINATED WITH THE OWNER

FUELING/LUBRICATION/MAINTENANCE OF VEHICLES AND EQUIPMENT

FUEL SHALL NOT BE STORED ONSITE. ALL FUEL, LUBRICANTS, AND RELATED SUBSTANCES SHALL BE PROVIDED VIA FUEL/LUBRICATION TRUCK. ONLY REQUIRED FUELING AND NORMAL MINOR LUBRICATION AND MAINTENANCE WILL OCCUR ONSITE.

SPILL CONTROL PRACTICES

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTIONS OF THIS PLAN, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

MANUFACTURERS' RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED ON SITE AND SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES.

MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREA ONSITE. EQUIPMENT AND MATERIALS WILL INCLUDE BUT NOT BE LIMITED TO BROOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, LIQUID ABSORBENT (i.e. KITTY LITTER OR EQUAL), SAND, SAWDUST, AND PLASTIC AND METAL TRASH CONTAINERS SPECIFICALLY FOR THIS PURPOSE.

ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.

THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

SPILL OF TOXIC OR HAZARDOUS MATERIAL WILL BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF THE SIZE OF THE SPILL.

THE SPILL PREVENTION PLAN WILL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REOCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE IS ANOTHER ONE. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED.

THE SITE SUPERINTENDENT RESPONSIBLE FOR THE DAY-TO-DAY SITE OPERATIONS WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. HE/SHE WILL DESIGNATE AT LEAST ONE OTHER SITE PERSONNEL WHO WILL RECEIVE SPILL PREVENTION AND CLEANUP TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND CLEANUP. THE NAMES OF RESPONSIBLE SPILL PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IF APPLICABLE, IN THE OFFICE TRAILER ONSITE.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

JOHN C. FIELDING, P.E.
LICENSE NUMBER: 79082
PANHANDLE ENGINEERING & CONST.
4277 LAFAYETTE STREET
MARIANNA, FL 32446

WALTON COUNTY
DEPARTMENT OF PUBLIC WORKS

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
WALTON RD	WALTON	450942-1-54-01

STORMWATER POLLUTION PREVENTION PLAN

SHEET NO. 40

8/9/2024 11:40:05 AM zjadofsky
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MAINTENANCE/INSPECTION PROCEDURES

EROSION AND SEDIMENT CONTROL INSPECTION AND MAINTENANCE PRACTICES

THE FOLLOWING ARE INSPECTION AND MAINTENANCE PRACTICES THAT WILL BE USED TO MAINTAIN EROSION AND SEDIMENT CONTROLS.

- NO MORE THAN 20 ACRES OF THE SITE WILL BE DENUDED AT ONE TIME WITHOUT WRITTEN PERMISSION FROM THE OWNER.
- ALL CONTROL MEASURES WILL BE INSPECTED BY THE SUPERINTENDENT, THE PERSON RESPONSIBLE FOR THE DAY TO DAY SITE OPERATION OR SOMEONE APPOINTED BY THE SUPERINTENDENT, AT LEAST ONCE A WEEK AND FOLLOWING ANY STORM EVENT OF 0.50 INCH OR GREATER.
- THE SUPERINTENDENT AND ANY OTHER PERSON APPOINTED TO PERFORM NPDES INSPECTIONS SHALL BE A CERTIFIED INSPECTOR PURSUANT TO NPDES REGULATIONS
- ALL TURBIDITY CONTROL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF REPORT.
- BUILT UP SEDIMENT WILL BE REMOVED FROM SILT BARRIERS WHEN IT HAS REACHED ONE-FOURTH THE HEIGHT OF THE BARRIER.
- SILT BARRIERS WILL BE INSPECTED FOR DEPTH OF SEDIMENT, TEARS, TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND TO SEE THAT THE FENCE POSTS ARE FIRMLY IN THE GROUND.
- THE SEDIMENT BASINS WILL BE INSPECTED FOR THE DEPTH OF SEDIMENT, AND BUILT UP SEDIMENT WILL BE REMOVED WHEN IT REACHES 10 PERCENT OF THE DESIGN CAPACITY OR AT THE END OF THE JOB, WHICHEVER COMES FIRST.
- DIVERSION DIKES/SWALES WILL BE INSPECTED AND ANY BREACHES PROMPTLY REPAIRED.
- TEMPORARY AND PERMANENT SEEDING AND PLANTING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH.
- A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION. A COPY OF THE REPORT FORM TO BE COMPLETED BY THE INSPECTOR IS AVAILABLE FROM THE ENGINEER. THE REPORTS WILL BE KEPT ON SITE DURING CONSTRUCTION AND AVAILABLE UPON REQUEST TO THE OWNER, ENGINEER OR ANY FEDERAL, STATE OR LOCAL AGENCY APPROVING SEDIMENT AND EROSION PLANS, OR STORM WATER MANAGEMENT PLANS. THE REPORTS SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED AND THE NOTICE OF TERMINATION IS SUBMITTED. THE REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE.
- PERSONNEL SELECTED FOR INSPECTION AND MAINTENANCE RESPONSIBILITIES WILL RECEIVE TRAINING FROM THE SITE SUPERINTENDENT. THEY WILL BE TRAINED IN ALL THE INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ONSITE IN GOOD WORKING ORDER.

NON-STORM WATER DISCHARGES
IT IS EXPECTED THAT THE FOLLOWING NON-STORM WATER DISCHARGES WILL OCCUR FROM THE SITE DURING THE CONSTRUCTION PERIOD:

- UNCONTAMINATED GROUNDWATER (FROM DEWATERING EXCAVATION). ALL NON-STORM WATER DISCHARGES WILL BE DIRECTED TO THE SEDIMENT BASIN PRIOR TO DISCHARGE.

POLLUTION PREVENTION PLAN CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNED:_____

JOHN C. FIELDING, P.E.

DATED:_____

CERTIFICATION OF COMPLIANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS

IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL LAWS RELATED TO STORM WATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROLS, THE FOLLOWING PERMITS HAVE BEEN OBTAINED.

NPDES (SITE CONSTRUCTION ACTIVITIES) #:BY CONTRACTOR

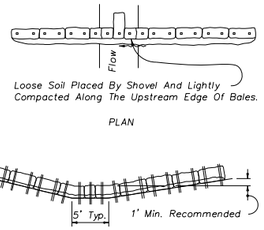
CONTRACTOR'S CERTIFICATION

CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNED:_____

CONTRACTOR

DATED:_____

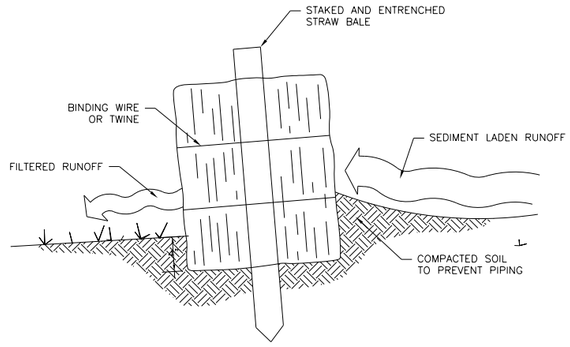


Loose Soil Placed By Shovel And Lightly Compacted Along The Upstream Edge Of Bales.

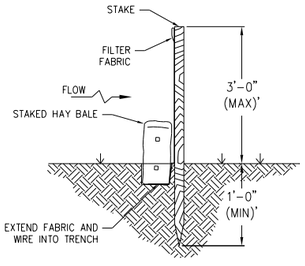
PLAN

Anchor Bales With 2 – 2" x 2" x 4' Stakes Per Bale

ELEVATION

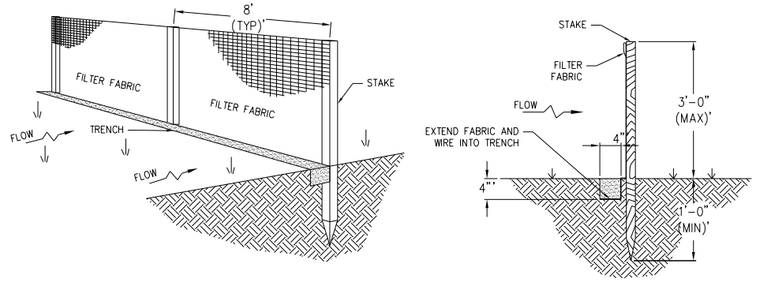


TYPE 1 HAY BALE BARRIER FOR UNPAVED DITCH
(EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL)



NOTE: CONTRACTOR MAY SUBSTITUTE SYNTHETIC BALES FOR STRAW BALES

SILT FENCE W/ STRAW BALE



NOTES:
1. SET THE POSTS AND EXCAVATE A 4"x4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.
2. STAPLE WIRE FENCING TO THE POSTS.
3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.
4. BACKFILL AND COMPACT THE EXCAVATED SOIL.
5. ALTERNATIVELY, EXCAVATE 4"X4" TRENCH, INSTALL PRE-ASSEMBLED SILT FENCE/POST AND BACKFILL TRENCH.

SILT FENCE
(EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL)

SHEET FLOW APPLICATION: SILT FENCE

GENERAL NOTES

1. THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES. HIGHER FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE.
2. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED AS DESCRIBED IN ITEM NO. 8 BELOW.
3. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 12 INCHES. WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET.
4. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
5. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THEN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
6. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
7. WHEN EXTRA STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ITEM NO. 6 APPLYING.
8. WHEN ATTACHING TWO SILT FENCES TOGETHER, PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE. ROTATE BOTH POSTS AT LEAST 180 DEGREES ON A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FILTER FABRIC. DRIVE BOTH POSTS INTO THE GROUND AND BURY THE FLAP.
9. THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
10. THE MOST EFFECTIVE APPLICATION CONSISTS OF A DOUBLE ROW OF SILT FENCES SPACED A MINIMUM OF 3 FEET APART. THE 3-FOOT SEPARATION IS SO THAT IF THE FIRST ROW COLLAPSES, IT WILL NOT FALL ON THE SECOND ROW. WIRE OR SYNTHETIC MESH MAY BE USED TO REINFORCE THE FIRST ROW.
11. WHEN USED TO CONTROL SEDIMENTS FROM A STEEP SLOPE, SILT FENCES SHOULD BE PLACED AWAY FROM THE TOE OF THE SLOPE FOR INCREASED HOLDING CAPACITY.
12. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
13. CONTRACTOR MAY SUBSTITUTE SILT FENCE WITH STRAW BALE IN LIEU OF DOUBLE SILT FENCE
14. CONTRACTOR MAY SUBSTITUTE SYNTHETIC BALES FOR STRAW BALES.

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			STORMWATER POLLUTION PREVENTION PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		41
					WALTON RD	WALTON	450942-1-54-01		

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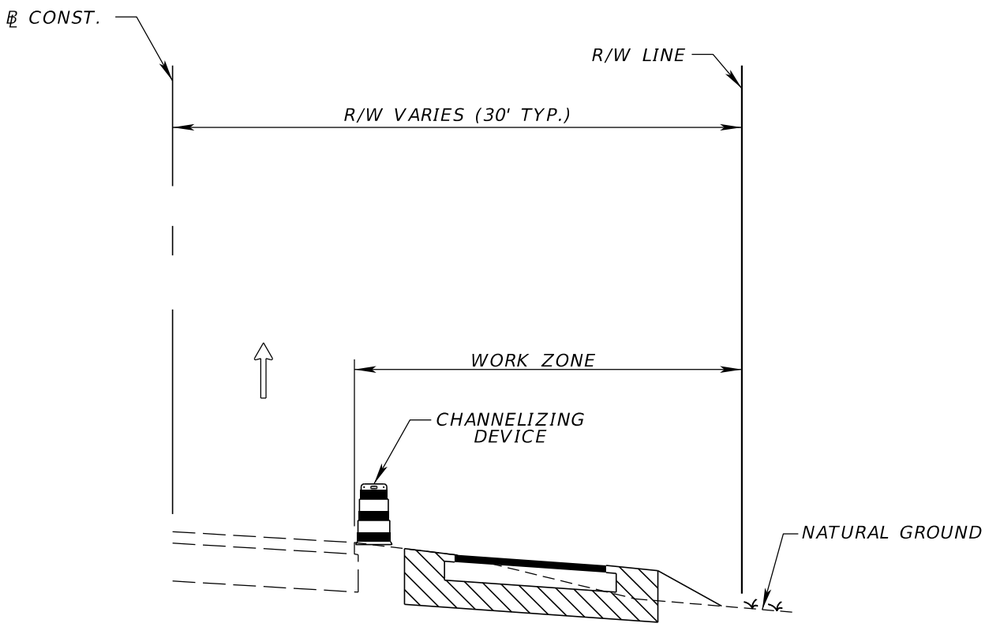
MAINTENANCE OF TRAFFIC NOTES:

1. PROVIDE MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, FY 2024-25, SERIES 102.
2. MAINTAIN ACCESS TO ALL SIDE ROADS AND DRIVEWAYS DURING CONSTRUCTION.
3. PROVIDE ADVANCED NOTIFICATION OF LANE CLOSURES USING CHANGEABLE MESSAGE SIGNS FOR A PERIOD OF AT LEAST TWO WEEKS PIROR TO CLOSURES. INDICATE THE CLOSURE ALONG WITH ANTICIPATED DATES AND TIMES. NO MORE THAN TWO MESSAGES SHOULD BE DISPLAYED. OBTAIN APPROVAL OF THE MESSAGING TO BE USED FROM THE PROJECT ADMINISTRATOR PRIOR TO DISPLAY.
4. APPROVAL IS REQUIRED FROM THE PROJECT ADMINISTRATOR FOR ANY WORK INVOLVING LANE CLOSURES, DETOURS, OR LANE SHIFTS.
5. AT THE DISCRETION OF THE PROJECT ADMINISTRATOR, THE CONTRACTOR MAY BE REQUIRED TO REMOVE A LANE CLOSURE IN ORDER TO FACILITATE THE FLOW OF TRAFFIC.
6. MAINTAIN THE VISIBILITY OF ALL ROAD NAME SIGNS DURING CONSTRUCTION.

SUGGESTED SEQUENCE OF CONSTRUCTION:

1. INSTALL EROSION CONTROL DEVICES AND TRAFFIC CONTROL DEVICES.
2. CONSTRUCT DRAINAGE MODIFICATIONS AND PATH.
3. PERFORM FINAL GRADING.
4. INSTALL SOD, SIGNAGE, AND STRIPING.
5. REMOVE TRAFFIC CONTROL DEVICES AND EROSION CONTROL DEVICES.



TRAFFIC CONTROL TYPICAL SECTION
WALTON ROAD

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			TEMPORARY TRAFFIC CONTROL PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		42
					WALTON RD	WALTON	450942-1-54-01		

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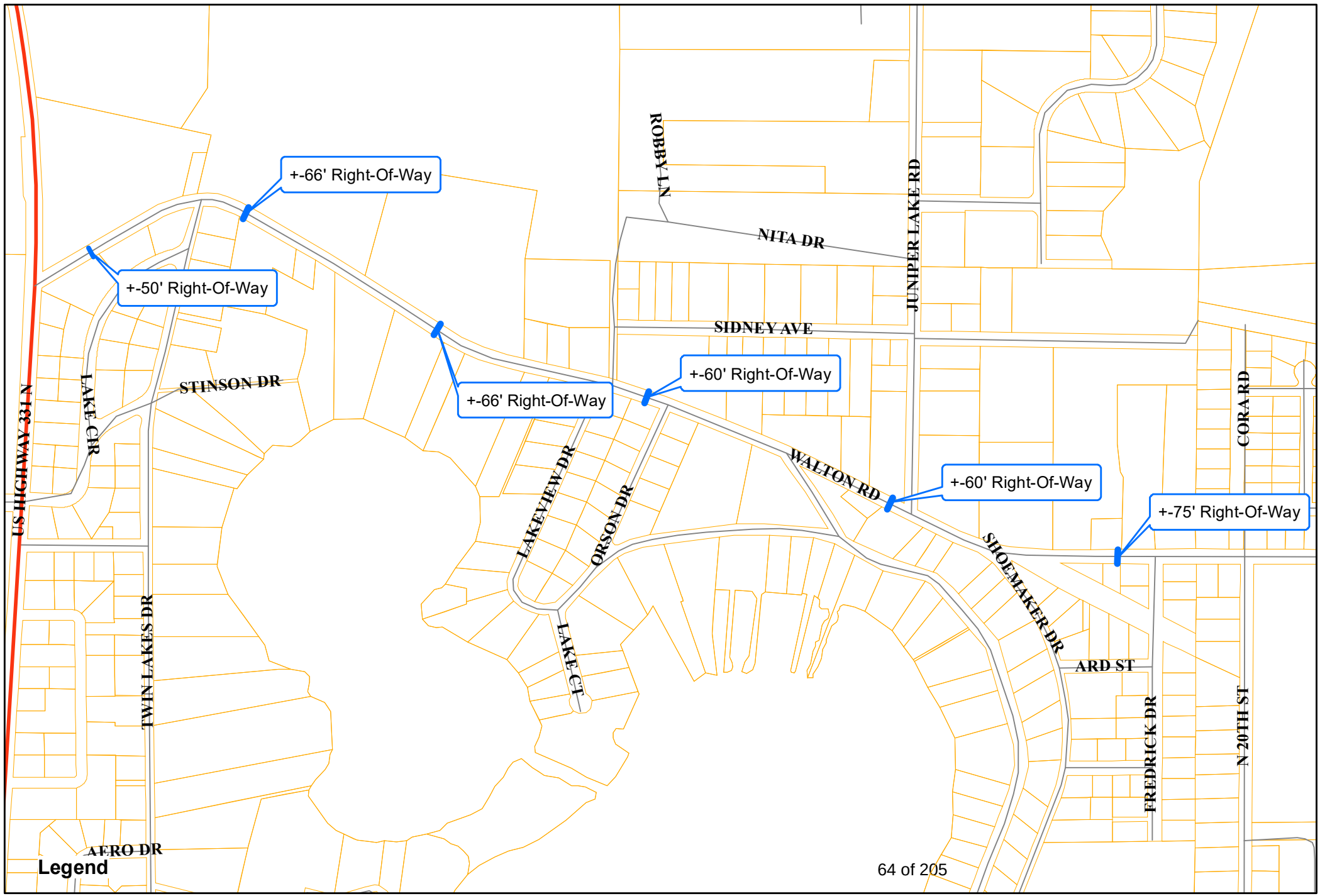
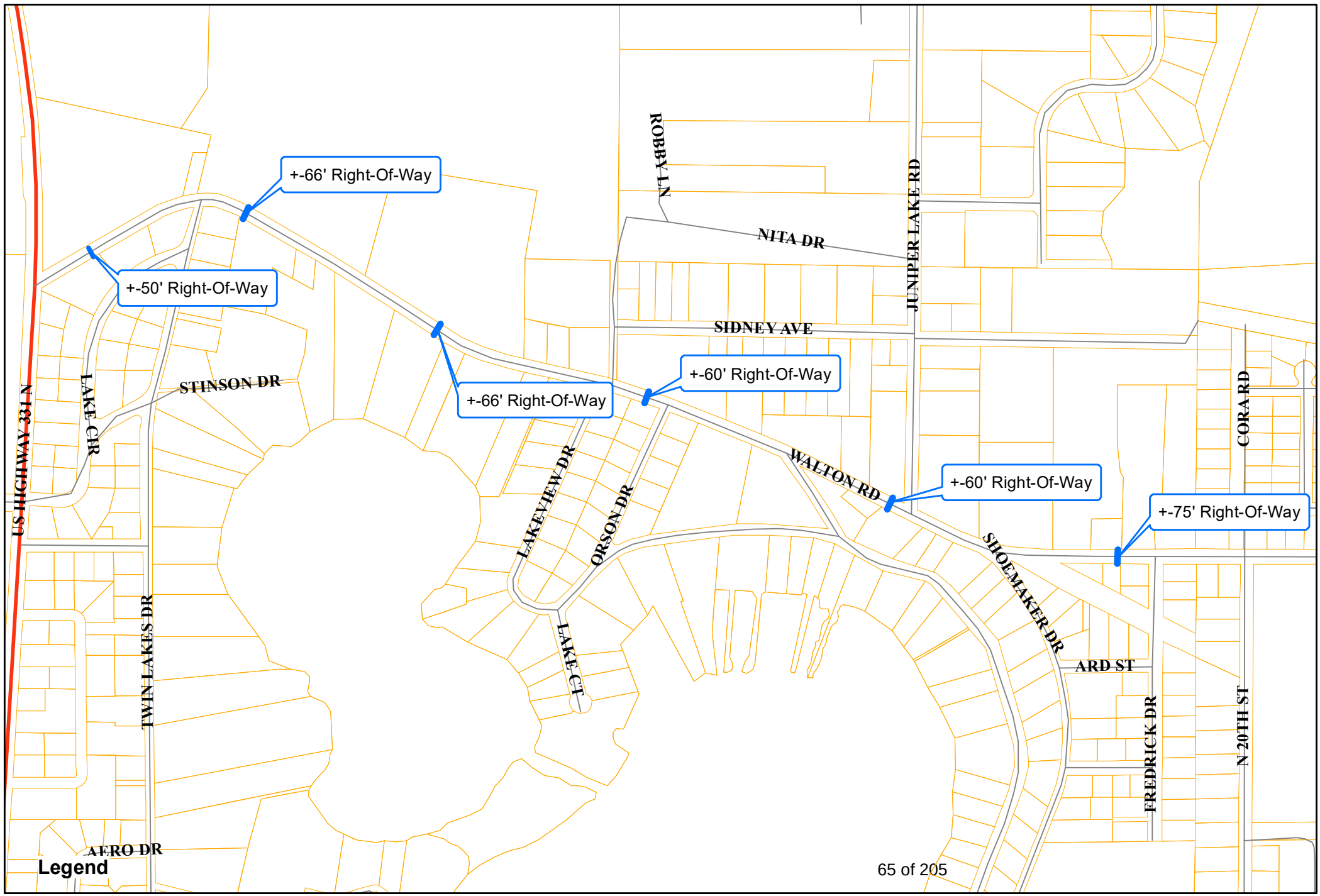
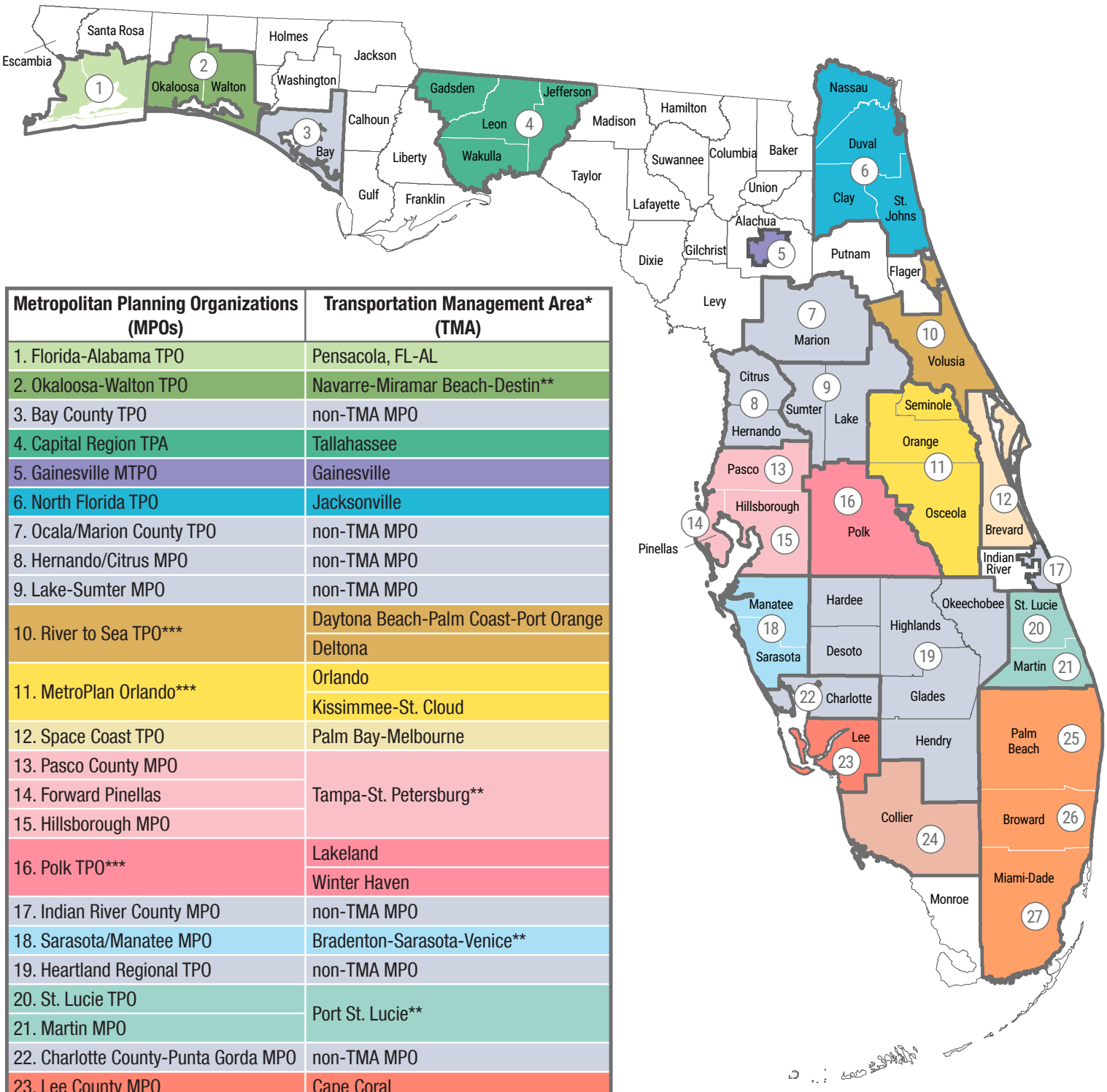
WALTON ROAD PRESCRIPTIVE RIGHT-OF-WAY WIDTHS



WALTON ROAD PRESCRIPTIVE RIGHT-OF-WAY WIDTHS



Florida MPO/TMA Areas



Metropolitan Planning Organizations (MPOs)	Transportation Management Area* (TMA)
1. Florida-Alabama TPO	Pensacola, FL-AL
2. Okaloosa-Walton TPO	Navarre-Miramar Beach-Destin**
3. Bay County TPO	non-TMA MPO
4. Capital Region TPA	Tallahassee
5. Gainesville MTPO	Gainesville
6. North Florida TPO	Jacksonville
7. Ocala/Marion County TPO	non-TMA MPO
8. Hernando/Citrus MPO	non-TMA MPO
9. Lake-Sumter MPO	non-TMA MPO
10. River to Sea TPO***	Daytona Beach-Palm Coast-Port Orange
	Deltona
11. MetroPlan Orlando***	Orlando
	Kissimmee-St. Cloud
12. Space Coast TPO	Palm Bay-Melbourne
13. Pasco County MPO	Tampa-St. Petersburg**
14. Forward Pinellas	
15. Hillsborough MPO	
16. Polk TPO***	Lakeland
	Winter Haven
17. Indian River County MPO	non-TMA MPO
18. Sarasota/Manatee MPO	Bradenton-Sarasota-Venice**
19. Heartland Regional TPO	non-TMA MPO
20. St. Lucie TPO	Port St. Lucie**
21. Martin MPO	
22. Charlotte County-Punta Gorda MPO	non-TMA MPO
23. Lee County MPO	Cape Coral
24. Collier MPO	Bonita Springs-Estero**
25. Palm Beach TPA	Miami-Ft. Lauderdale**
26. Broward MPO	
27. Miami-Dade TPO	

* Urban area population over 200,000

** Navarre-Miramar Beach-Destin, Tampa-St. Petersburg, Bradenton-Sarasota-Venice, Port St. Lucie, Bonita Springs-Estero, and Miami-Fort Lauderdale TMAs are within multiple MPOs.

*** River to Sea TPO, MetroPlan Orlando, and Polk TPO contain multiple TMAs

FDOT

August 2023

The Proven Professionals
Naylor REALTY & Associates, Inc.

1.8.25

To: Chance Powell

Fr: Bruce Naylor

Re: Walton Rd Multi-Use Path Construction

Chance,

I am writing this letter to let you know I am in full support of this project. I think it is very important for the safety and wellbeing of our school children.

With respect,

Bruce Naylor

Owner/Broker

Naylor Realty & Associates Inc.

776 BALDWIN AVENUE, SUITE B • DEFUNIAK SPRINGS, FLORIDA 32435
(850) 951-2488 (Office) • (850) 951-2188 (Fax)

MICHAEL A. ADKINSON, JR., SHERIFF
Office of the Sheriff, Walton County

Date: January 13th, 2025

To whom it may concern:

I am writing to express my strong support for the Walton County Engineering Department's application for the Transportation Alternatives Grant. The grant will assist with two projects, the Walton Road Multi-Use Path and the Lake Jackson Multi-Use Path. As Fire Chief of Walton County Fire Rescue, I understand the vital importance of safe and efficient transportation infrastructure within our community.

The projects outlined in the application will significantly benefit Walton County residents by enhancing pedestrian and/or bike safety. These improvements will directly enhance public safety and the overall quality of life in Walton County.

Walton County Fire Rescue fully supports the Engineering Department's efforts to secure these funds and believes that the proposed improvements are essential to the continued growth and well-being of our community. We are confident that this grant will be instrumental in achieving these important goals.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Austin Pugh
Fire Chief
Walton County Fire Rescue

A. Russell Hughes
Superintendent of Schools

WALTON COUNTY SCHOOL DISTRICT

145 Park Street
DeFuniak Springs, FL 32435
850.892.1100
Fax 850.892.1191
www.walton.k12.fl.us

January 13, 2024

RE: Walton Rd Multi-Use Path Construction

To Whom It May Concern:

Walton County School District is in full support of the following project: Walton Rd Multi-Use Path Construction. This project will provide upgrades to Walton Road roadway located from the intersection of 20th Street to the intersection of US Hwy 331 with the construction of an 8-foot-wide multi use path.

This project will benefit the students, families, and community in Walton County. The Walton Rd Multi-Use Path will enhance safety by providing a protected space for pedestrians and cyclists away from vehicle traffic, also creating a safe route to school for many students. The path also has health and wellness benefits by encouraging physical activity and promoting mental health through outdoor recreation. This project will also have economic and environmental advantages, such as increasing property value and improving air quality through reduced vehicle use. Walton County School District is in full support of this project and the many benefits it will provide.

Sincerely,

Dr. Jennifer Hawthorne
Deputy Superintendent
Walton County School District

Tammy Smith, District 1 | Kim Kirby, District 2 | Bill Eddins, Jr., District 3 | Jeri Michie, District 4 | Jason Catalano, District 5

Transportation Alternatives Program

Project Scoring Criteria

Okaloosa-Walton
Transportation Planning
Organization
OWTPO

EMERALD COAST
REGIONAL COUNCIL

Project Scoring Criteria Background

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

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

Project Scoring Criteria Requirements

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

General Guidelines for Supplemental Data

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

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

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

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

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

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

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

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

Eligible Projects for the Transportation Alternatives Program:

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

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

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

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

Who May Apply?

Eligible project sponsors are determined by the FHWA and should be LAP certified:

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

TPOs are not able to directly sponsor projects.

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	11
Criterion 2	Connectivity	20	18
Criterion 3	Location Efficiency	15	15
Criterion 4	Public Support	10	5
Criterion 5	Proximity to School	10	10
Criterion 6	Design Quality	10	6
Criterion 7	Environmental/Archeological Projects/ Historic Preservation	10	0
	Total Points Possible	100	65

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

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

Crash Data for Project - Scored crashes are car accidents that involve pedestrians and/or cyclists. **(select one)**	**Pts**	
Low crash corridor = < 3 pedestrian/cyclist incidents from the past 5 years	1	X
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	

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. **(select one)**	**Pts**	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	
High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	

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

Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design. ***Provide a brief description for each claimed criterion – notate on map where applicable.***	**Pts**	
Physical Separation Barrier 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	X
Defined Space A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	X

Vehicle Traffic (select one)

The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff.

40,001+ **12 pts**	35,001-40,000 **11 pts**	30,001 to 35,000 **10 pts**	25,001-30,000 **9 pts**	20,001-25,000 **8 pts**	15,001-20,000 **7 pts**
10,001-15,000 **6 pts**	5,001-10,000 **5 pts**	4,001-5,000 **4 pts**	3,001-4,000 **3 pts**	2,001 – 3,000 **2 pts**	Less than 2,000 **1 pt**

Total Points for Safety Criteria	11

Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity - ***Provide a brief description for each claimed criterion – notate on map where applicable***	**Pts**	
Improves access to commercial areas	3	X
Improves access to parks and recreational areas	3	X
Provides pedestrian/bicycle facilities where none exist	3	X
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	X
Fills a documented gap in an existing transportation network	3	X
Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	X

Transit Connectivity (select one) - ***Transit stops must be noted on an attached project map***	**Pts**	
Connects to existing bike/ped facility & does not connect to a transit stop	1	X
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	

Total Points for Connectivity Criteria	18

Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Maximum Points Allowed: 15

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

Location Efficiency – *Provide the name and location of each claimed destination of interest*		
High Interest Select One (7 pts total)	**Moderate Interest Select One (5 pts total)**	**Low Interest Select One (3 pts total)**
Town Center – Square	Multi-Family Development	Post Office
Mixed Use Center	Park n Ride Lot	Bank
Major Employment Center (over 150* employees) Office Park, Big Box Retail	Park	Bus Stop (typically a bench or 5-15 person shelter)
Transit Center/Station (serves multiple routes and networks)	Greenway	Rural Road Bike Routes
School - K-12 School Facility (within 2 miles)	Retail Center	Child Day Care Center
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 5)	
Marinas	Libraries	
Recreation Facility (sport fields, gymnasium, etc)	Grocery Store/Farmers Market/ Stationary Food Providers	
Low Density Single Family (detached single family developments)	Hotels	

Total Points for Location Efficiency Criteria	15

Criterion 4: Public Support - Documented support can be in the form of resolutions, letters, and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations.

Public Support (select one)	**Pts**	
Resolution of support from 1 local government + 2 letters of support (1 letter from a private source and 1 from a public source) *	5	X
Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)*	10	

**Letters of support must be dated within the past 3 years*

Total Points for Public Support Criteria	5

Criterion 5: Proximity to School – Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools Program.

Proximity to School – for *Criterion 5* a school is defined as a K-12 education facility; or a public or private university, college, or community college. *List the name and address of schools within the 2-mile project radius* **(select one)**	**Pts**	
Project > 2 Mile from a school	0	
Project within 1-2 mile of a school	5	
Project within 1 mile of a school	10	X

Total Points for Proximity to School Criteria	10

Criterion 6: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

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

Total Points for Design Quality Criteria	6

Criterion 7: Environmental/Archaeological Projects/

Historic Preservation

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

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	0

Additional Project Information

The following sections is to provide additional project information to the TPO. The answers in this section will not be scored. The information below will aid the TPO in ranking projects for the Okaloosa-Walton TPO TAP Priority list that is submitted to the Florida Department of Transportation.

Information Only — The following answers are for the TPO project review and will not be scored			
Total project cost:	Construction ($1,199,781) & CEI ($143,974)= Total Cost: $1,343,755		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	Currently, the proposed project is not programmed for local funds. However, it is anticipated that during the next budget cycle (2025) that the County's Five Year Work Plan will be updated to include FY 30. Local contributions may be considered at that time for any project match.		
Total length of the project (miles)?	1.2 Miles (Approx.)		
How many intersections are located within the project boundaries?	Four intersections are located within the project boundary with the biggest intersection being at US 331. The remaining three intersections are more local roadways and are identified as Twin Lakes Drive, Lakeview Drive, Orson Drive, Dove Lane and Shoemaker Drive.		
Does the project address a unique safety issue not detailed in the Safety Criteria?			
Project Readiness – Project Phase as submitted:	Conceptual Only	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3: Location Efficiency

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Health Care Clinic: These can include facilities with more than 5 doctors on staff.

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

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

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

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

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

Bus Stop (Neighborhood Scale): Typically, a bench or 5 to 15 person shelter located adjacent to a sidewalk or roadway.

Child Day Care Center: a facility providing regularly scheduled care for a group of 20 or more children for periods of less than twenty-four hours

OKALOOSA WALTON TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION ALTERNATIVES (TA) EVALUATION CRITERIA

PROJECT NAME: WALTON RD MULTI-USE PATH (US 331 TO 20TH STREET)

APPLICANT: WALTON COUNTY BOARD OF COUNTY COMMISSIONERS

CRITERION 1: SAFETY

A. Crash Data for Project
   See **Attachment A** for crash data. See **Attachment B** for Overall Location Map.
B. Project Designed to Avoid Moderate and High Crash Corridors
   See **Attachment A** for crash data. See **Attachment B** for Overall Location Map.
C. Safety Issue
   1. *Posted Speed Limit over 30 mph in project area*
      The posted speed limit within the project area in 35 mph.
   2. *Improves mobility for disabled, elderly or youth populations*
      Walton Rd, from US 331 to 20th Street, currently has no designated pedestrian facilities. The proposed project will include a 8 ft multi-use path on the southern limits of the right-of-way that is ADA compliant. Pedestrian facilities along Walton Rd that connect to existing multiuse path and sidewalk will provide connectivity from residential buildings along Walton Rd, 20th Street and numerous other subdivision roads to various commercial businesses, multiple schools, a recreational park and a church facility.
   3. *Improves visibility of non-drivers to motorists*
      The proposed project will include an 8 ft multi-use path on the southern limits of the road right-of-way in which no existing pedestrian facilities are currently located.
D. Reduce Human Exposure
   1. *Physical Separation Barrier*
      The proposed design indicates a multi-use path separated from the travel lane by a minimum of 10 ft grassed area.
   2. *Defined Space*
      The project includes the addition of crosswalk(s) at intersection(s) as identified on the construction plans.
E. Vehicle Traffic
   See **Attachment D** for traffic data.

CRITERION 2: CONNECTIVITY

A. General Connectivity:
   1. *Improves access to commercial areas*
      Walton Rd has several commercial businesses located along that roadway. Additionally, Walton Rd connects to 20th Street which ultimately connects to US 90. There are multiple commercial establishments located along US 90. See **Attachment B**.

2. *Improves access to parks and recreational areas*
   Wee Care Park is a large County recreational facility located along Walton Rd.
3. *Provides pedestrian/bicycle facilities where none exist*
   Walton Rd, from US 331 to 20th Street, currently does not have any designated pedestrian facilities located along the roadway. See **Attachment F.**
4. *Project conforms to any TPO, Local Government, Regional or State Plan for a current or future connectivity*
   The proposed project is identified on the County's Long Range Transportation Plan/Mobility Plan. Design has been completed for this project. The project is also identified on the OW-TPO Needs List.
5. *Fills a documented gap in an existing transportation network*
   Walton Rd, from 20th Street east to SR 83, has a multi-use path located along it that was funded and constructed by the County within the past 5 years. Additionally, the County obtained FDOT funding through legislative appropriations, for the design of the remainder of Walton Rd (Us 331 to 20th Street), design of 20th Street and construction of Phase 1 of 20th Street, from the intersection of Walton Rd to the Emerald Coast Technical School. The County is now seeking additional funding for the construction of Walton Rd (US 331 to 20th Street).
6. *Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area*
   Zoning for Walton Rd indicates Urban Residential (County Code) to the northeast and R-1, Single-Family Residential District (City Code) for the remainder of the Walton Rd Corridor. are currently three schools located along the project corridor, Emerald Coast Technical College (N. 20th Street), Walton High School (Walton Rd), and WISE Center Programs (Walton Rd). See **Attachment E** for Zoning Map.

B. Transit Connectivity:
   1. *Connects to existing bike/ped facility & does not connect to a transit stop*
      Walton Rd from 20th Street to US 331 currently does not have any designated pedestrian facilities located along the roadway. Walton Rd from 20th Street to SR 83 currently has a multi-use path and sidewalk and a sidewalk in in the construction phase along 20th Street from Walton Rd to the Emerald Coast Technical College. There is currently not a transit stop located in the project vicinity.

CRITERION 3: LOCATION EFFICIENCY

A. Claimed Destination of Interest Name and Location

   See Table below and Attachment G for location.

High Interest	Name
School- K-12 School Facility (within 2 miles)	Walton High School, Maude Sanders Elementary School & WISE Center Programs
University/College (Direct Connection)	Emerald Coast Technical College

Recreation Facility (sport fields, gymnasium, etc)	Wee Care Recreational Facility, Walton High Softball, Football & Gymnasium
Low Density Single Family (detached single family developments)	Various Developments along Walton Rd (i.e. PineHurst Subdivision, Shoemaker Dr, Fredrick Dr, etc.)
Moderate Interest	**Name**
Park	Wee Care Recreational Facility & Park (Playground, Pavilions)
Retail Center	
Religious/Civic Center	Church of Jesus Christ of Latter Day Saints, Seventh Day Adventists, Grace Church
Health Care Clinic (multiple doctors on staff<5)	Stanley House Assisted Living Facility

CRITERION 4: PUBLIC SUPPORT

A. *Resolution of Support from Local Government*
Please reference **Attachment H**.
B. *Letters of Support (Private and Public)*
Please reference **Attachment I**.

CRITERION 5: PROXIMITY TO SCHOOL

A. Proximity to School

(1) Walton High School (0.2 miles from project limits)
416 John Baldwin Rd, DeFuniak Springs, FL
(2) WISE Center Program (0.4 miles from project limits)
416 John Baldwin Rd, DeFuniak Springs, FL
(3) Emerald Coast Technical College (0.7 miles from project limits)
761 N 20th Street, DeFuniak Springs, FL

CRITERION 6: DESIGN QUALITY

A. General Design
1. *Addresses both walking and biking*
See **Attachment C** for the typical section sheets included in the construction plans for the proposed pedestrian facilities. The multi-use path will accommodate both bicyclists and pedestrians/walkers.
2. *Buffered/Protected bicycle lane and/or separated multi-use path >5', or sidewalk > 5'*
The proposed multi-use path is 8 ft wide and is separated from the edge of the travel lane.
3. *Prior Phases of this project are under construction or have been completed.*
A multi-use path along Walton Rd from 20th Street to SR 83 was constructed several years ago by in-house County crews with a sidewalk located adjacent to the schools being

contracted out. Most recently, 20th Street Phase 1 was awarded to a contractor for construction. See **Attachment J**.

4. *All Right of Way has been secured or none is needed.*
   All proposed improvements are located within the County's existing right-of-way along Walton Rd.

APPLICATION ATTACHMENTS

ATTACHMENT A	SIGNAL FOUR CRASH DATA
ATTACHMENT B	OVERALL LOCATION MAP
ATTACHMENT C	WALTON RD CONSTRUCTION PLANS, TYPICAL SECTION
ATTACHMENT D	TRAFFIC DATA
ATTACHMENT E	ZONING/LAND USE MAP
ATTACHMENT F	PEDESTRIAN CONNECTIVITY MAP
ATTACHMENT G	LOCATION EFFICIENCY MAP
ATTACHMENT H	RESOLUTION OF SUPPORT
ATTACHMENT I	LETTERS OF SUPPORT
ATTACHMENT J	PRIOR PROJECT PHASES

ATTACHMENT A

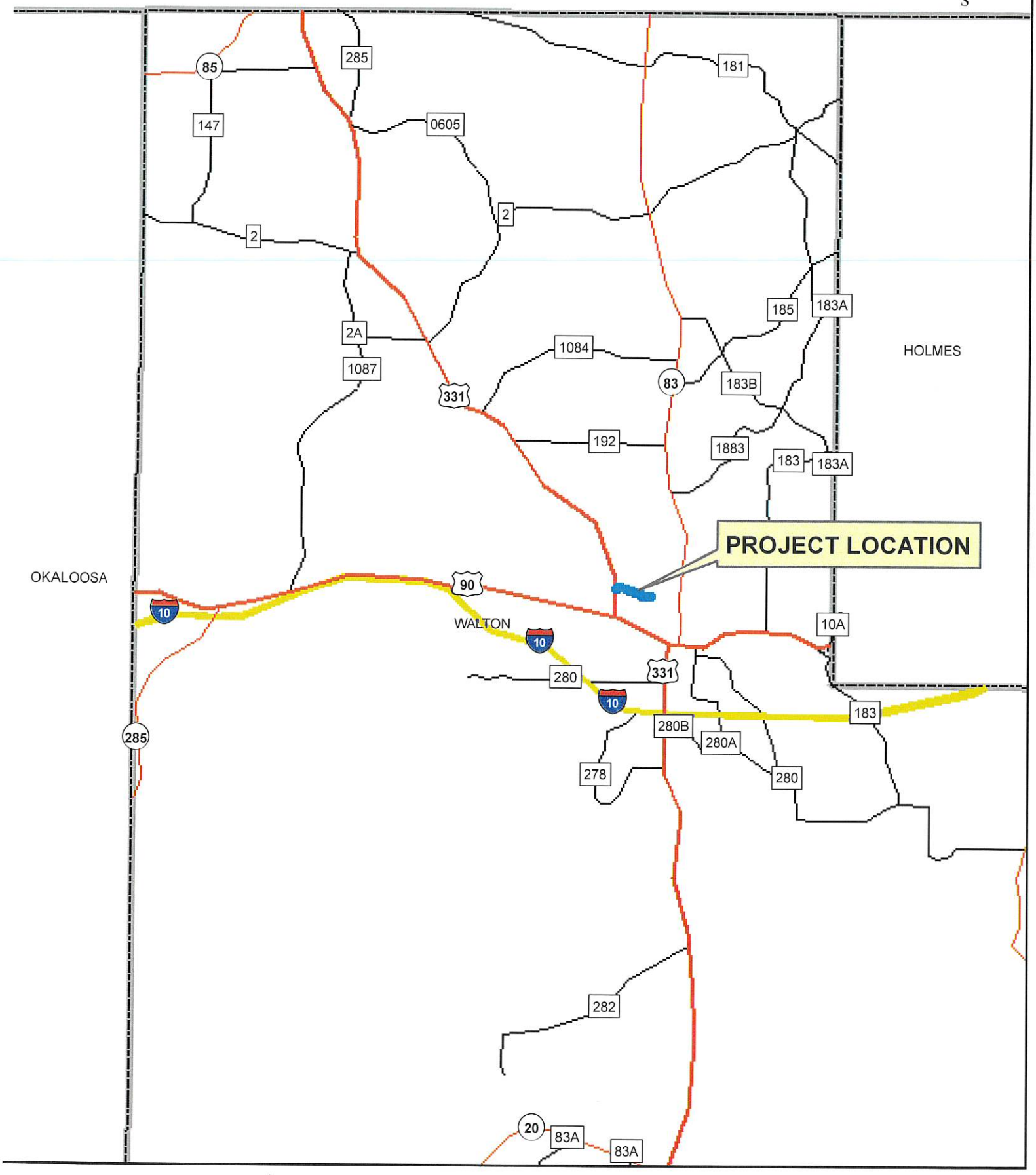
CRASH DATA

WALTON RD												
REPORT_NUMBER	S4_CRASH_GROUP_NUMBER	S4_CRASH_GROUP_DESCRIPTION	S4_CRASH_TYPE_NUMBER	S4_CRASH_TYPE_DESCRIPTION	S4_CRASH_LOCATION	S4_LEG_OF_INTERSECTION	S4_MOTORIST_DIRECTION	S4_MOTORIST_MANEUVER	S4_PEDESTRIAN_DIRECTION	S4_PEDESTRIAN_POSITION	S4_PEDESTRIAN_MOVEMENT	S4_TYPING_NOTES
85697087	600	Pedestrian in Roadway - Circumstances Unknown	620		2	0	0	0	0	3	0	

ATTACHMENT B

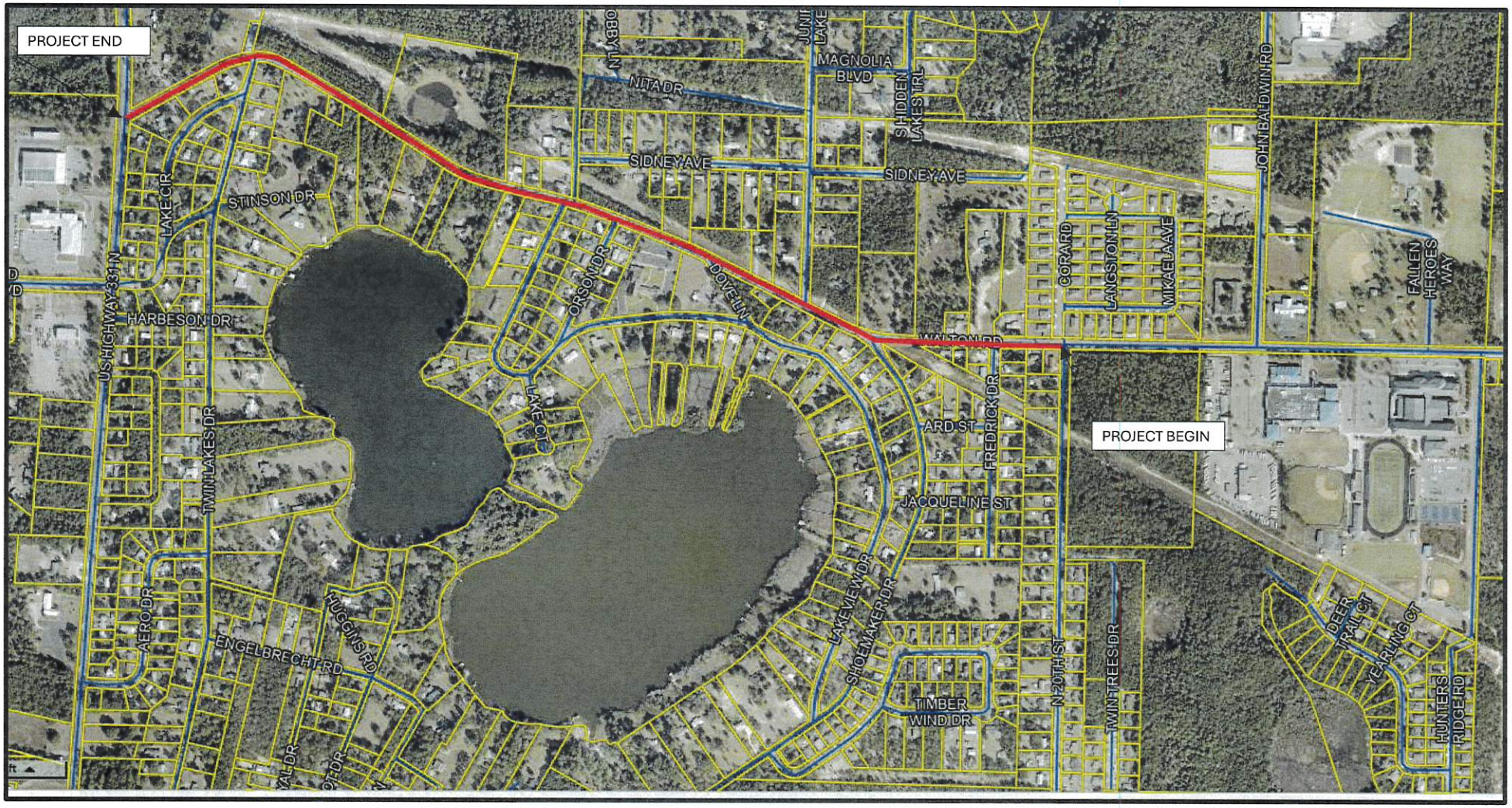
OVERALL LOCATION MAP

GENERAL LOCATION MAP FOR THE WALTON ROAD MULTI-USE PATH PROJECT



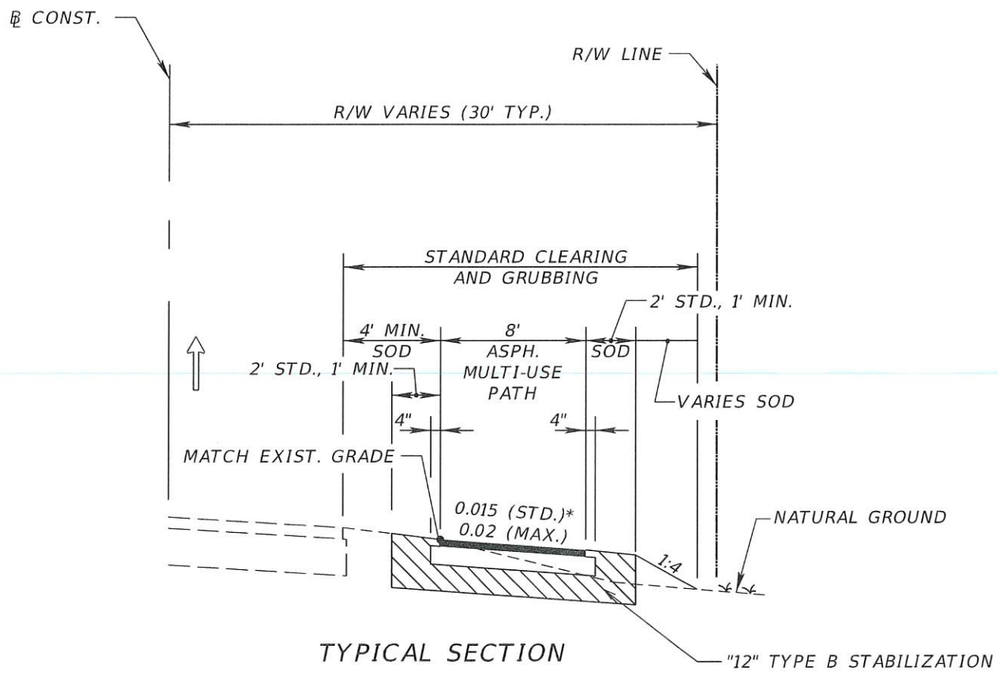
WALTON RD MULTI-USE PATH PROJECT

Limits: US 331 to 20th Street Intersection
(Approximately 1.2 mile)



ATTACHMENT C

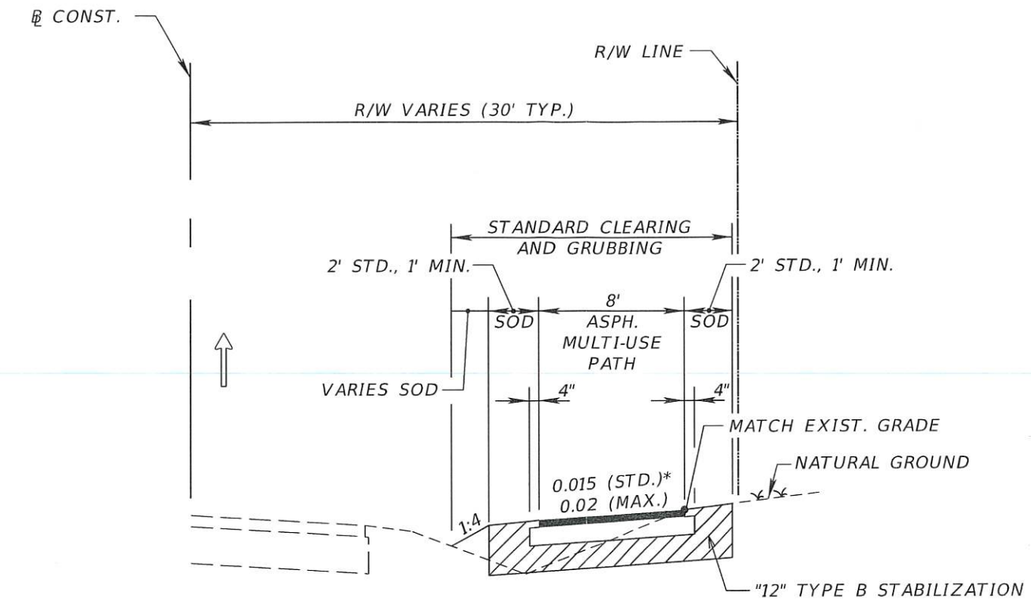
TYPICAL SECTIONS



TYPICAL SECTION
WALTON ROAD
FRONT OF PATH ON GRADE
STA. 36+60.41 TO STA. 38+62.57
STA. 47+00.95 TO STA. 89+41.21
*SEE CROSS SECTIONS FOR
TRAIL AND GRADING SLOPES

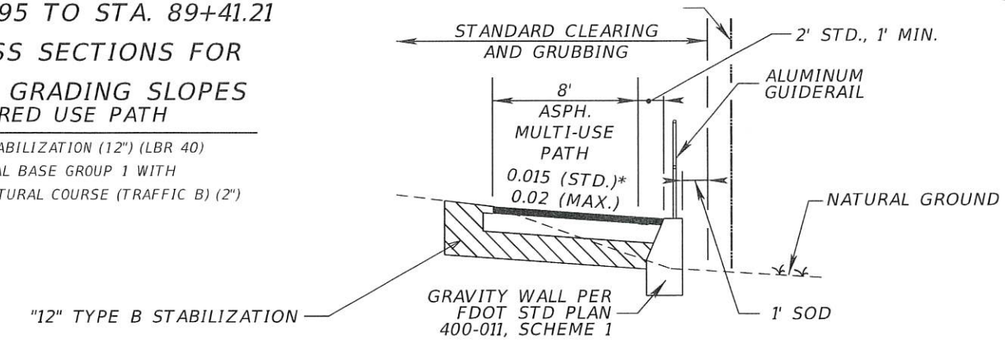
SHARED USE PATH

TYPE B STABILIZATION (12") (LBR 40)
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC B) (2")



TYPICAL SECTION
WALTON ROAD
BACK OF PATH ON GRADE
STA. 30+07.93 TO STA. 36+60.41
STA. 38+62.57 TO STA. 47+00.95
*SEE CROSS SECTIONS FOR
TRAIL AND GRADING SLOPES

R/W LINE



EXTEND PAVEMENT TO GRAVITY WALL

TYPICAL SECTION DETAIL: GRAVITY RETAINING WALL
STA. 52+80.00 TO STA. 53+80.00
STA. 74+85.00 TO STA. 76+50.00
STA. 79+00.00 TO STA. 81+10.00

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 3600
ESTIMATED OPENING YEAR = 2025 AADT = 3600
ESTIMATED DESIGN YEAR = 2045 AADT = 4400
K = 9% D = 61.4% T = 8.7% (24 HOUR)
DESIGN HOUR T = 8.7%
DESIGN SPEED = 40 MPH
CLEAR ZONE = 16'

REVISIONS				ENGINEER OF RECORD	WALTON COUNTY DEPARTMENT OF PUBLIC WORKS			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JOHN C. FIELDING, P.E. LICENSE NUMBER: 79082 PANHANDLE ENGINEERING & CONST. 4277 LAFAYETTE STREET MARIANNA, FL 32446	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
					WALTON RD	WALTON	450942-1-54-01		

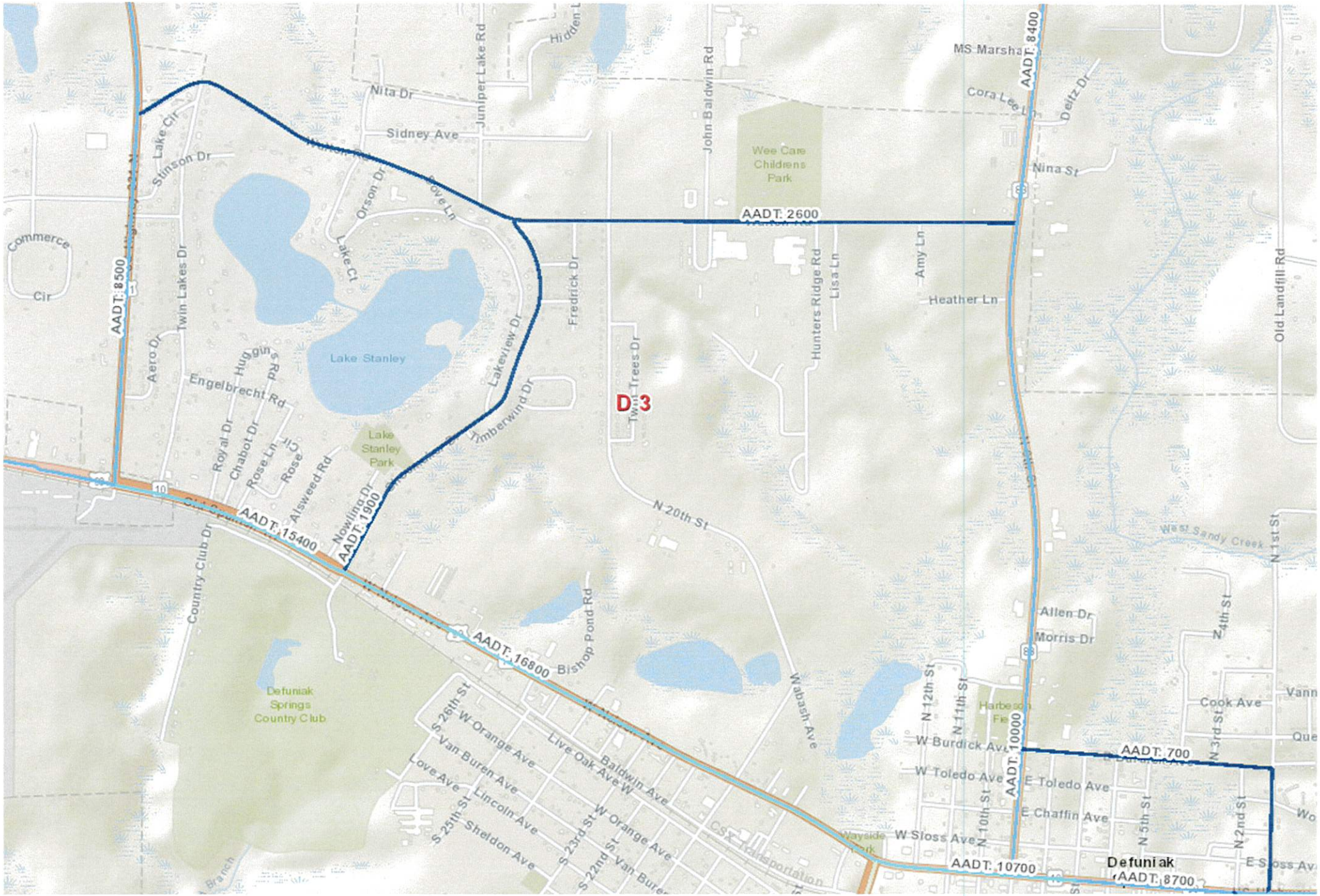
8/9/2024 11:34:35 AM zjadofsky
P:\PECS Engineering\Worksets\FDOT\22-018-01 Walton North End Trails\Roadway\TYPSRD01_WALTON.dgn

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

ATTACHMENT D

TRAFFIC DATA

FDOT AADT TRAFFIC COUNTS
https://tdaappsprod.dot.state.fl.us/fto/



FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0004		SR 83 300' NORTH OF CR 1084	N	0	S	0	3300 C	9.5	60.4F	9.2F
0005		BOY SCOUT RD - 275' S OF SR 10 (US 90)	N	0	S	0	850 C	9.5	60.4F	17.5F
0006		SR 10 (US 90) - 425' E OF SR 285	E	0	W	0	10500 C	9.5	60.4F	10.6F
0010		SR 10 (US 90) - 550' W OF CR 183 (DEFUNIAK)	E	2100	W	2000	4100 C	9.5	60.4F	20.0A
0012		SR 81 - 225' S OF CR 183	N	1300	S	1100	2400 C	9.5	60.4F	10.2A
0050		SR 83 - 200' N OF CR 2	N	1400	S	1400	2800 C	9.5	60.4F	10.4A
0051	T	SR 83, 0.6 MI N OF CR-192,N OF DEFUNIAK,WALTON C	N	2497	S	2509	5006 C	9.5	69.1A	9.8A
0055		CR 183B - 400' SE OF CR 185	N	0	S	0	250 C	9.5	60.4F	4.4F
0056		CR 1084 - 150' E OF SR 187 (US 331)	E	0	W	0	400 C	9.5	60.4F	17.5F
0057		CR 192 - 450' E OF SR 187 (US 331)	E	0	W	0	650 C	9.5	60.4F	17.5F
0058		SR 187 (US 331) - 625' N OF CR 1084	N	2000	S	1800	3800 C	9.5	60.4F	12.1A
0069		SR 20 - 0.763 MILE E OF SR 83 (US 331) FREEPORT	E	5600	W	5600	11200 C	9.5	60.4F	11.8A
0089		SR 20 - 350' W OF BRIDGE OVER BIG ALAQUA CREEK	E	5400	W	5500	10900 C	9.5	60.4F	7.5A
0090		SR 20 - 0.420 MILE W OF CHOCTAW DR	E	5300	W	5400	10700 C	9.5	60.4F	8.9A
0101		SR 10 (US 90) - 1500' W OF SR 187 (US 331) NORTH	E	5100	W	5000	10100 C	9.0	60.4F	10.6A
0107		SR 20 - 1300' W OF SR 83 (US 331)	E	10500	W	10000	20500 C	9.5	59.1F	7.5A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0108		CR 183 (4TH ST) - 600' SE OF OLD HWY 90	N	0	S	0	1000 C	9.5	60.4F	17.5F
0112		CR 283 - 575' S OF SR 30 (US 98)	N	0	S	0	7300 C	9.5	59.1F	17.5F
0113		CR 185 - 150' NE OF CR 183B	N	0	S	0	1500 C	9.5	60.4F	17.5F
0120		CR 183 - 300' N OF SR 10 (US 90)	N	0	S	0	800 C	9.5	60.4F	17.5F
0121		SR 285 - 650' S OF SR 10 (US 90)	N	6600	S	6800	13400 C	9.5	60.4F	9.7F
0123		SR 83(US 331) - 50' S OF CHOCTAWHATCHEE BRIDGE	N	12500	S	12500	25000 C	9.5	59.1F	10.1A
0128		SR 85 - 600' W OF CR 52 (PERKINS RD)	N	0	S	0	3400 C	9.5	60.4F	14.9F
0131		SR 85 - AT THE FL/AL STATE LINE	N	1500	S	1400	2900 C	9.5	60.4F	13.7A
0141		SR 30 (US 98) - 600' E OF SR 83 (US 331)	E	18500	W	18000	36500 C	9.5	58.0F	8.7A
0151		CR 3280 (BLACK CREEK RD) - 625' E OF US 331 (SR	E	0	W	0	2900 C	9.5	60.4F	17.5F
0159		SR 187 (US 331) AT THE ALABAMA STATE LINE	N	0	S	0	4900 C	9.5	60.4F	12.0F
0168	T	SR 30 (US 98) 0.1 MI E OF OKALOOSA C/L, WALTON C		0E		0E	53000 X	9.0	58.0F	4.4F
0186		CR 183 - 375' W OF SR 81	N	0	S	0	400 C	9.5	60.4F	17.5F
0188		CR 1883 - 225' E OF SR 83; N OF DEFUNIAK SPRINGS	N	0	S	0	1700 C	9.5	60.4F	4.4F
0214		CR 395 - 475' S OF SR 30 (US 98)	N	0	S	0	10000 C	9.5	59.1F	17.5F
0215			N	0	S	0	10000 C	9.5	59.1F	17.5F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0216		CR 1087 - 350' N OF SR 10 (US 90)	N	0	S	0	3900 C	9.5	60.4F	17.5F
0219		CR 30A (WEST END) - 825' S OF SR 30 (US 98)	E	0	W	0	7500 C	9.5	59.1F	17.5F
0220		CR 30A - 200' W OF CR 393	E	0	W	0	6500 C	9.5	59.1F	17.5F
0221		CR 393 - 575' S OF SR 30 (US 98)	N	0	S	0	8100 C	9.5	59.1F	17.5F
0223		CR 83A (EAST) - 300' S OF SR 20	E	0	W	0	3700 C	9.5	60.4F	17.5F
0228		CR 2A - 300' W OF SR 187 (US 331)	E	0	W	0	900 C	9.5	60.4F	17.5F
0229		CR 2 - 100' W OF CR 2A	E	250	W	250	500 C	9.5	59.1F	21.8A
0230		CR 147 - 550' N OF CR 2	N	0	S	0	450 C	9.5	60.4F	17.5F
0231		CR 2 - 325' E OF SR 187 (US 331)	E	350	W	400	750 C	9.5	60.4F	15.8A
0232		CR 183 - 275' E OF CR 280	E	0	W	0	500 C	9.5	60.4F	17.5F
0234		OAK GROVE RD - 550' N OF CR 181, E OF GASKIN	N	0	S	0	250 C	9.5	60.4F	17.5F
0235		CR 30A (EAST END) - 800' S OF SR 30 (US 98)	E	0	W	0	9300 C	9.0	59.1F	17.5F
0236		SITE C-6 RD - 500' N OF SR 20 (PORTLAND)	N	0	S	0	1500 C	9.5	60.4F	17.5F
0237		CR 181 - 425' E OF SR 81	N	0	S	0	550 C	9.5	60.4F	17.5F
0238		CR 2 - 200' W OF SR 83, N OF DEFUNIAK	E	0	W	0	900 C	9.5	60.4F	17.5F
0240		CR 83A (WEST) - 550' S OF SR 20	N	0	S	0	4100 C	9.5	60.4F	17.5F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0241		CR 2 - 325' E OF SR 83, N OF DEFUNIAK	E	350	W	350	700 C	9.5	60.4F	12.9A
0242		CR 181 - 150' E OF SR 83	N	0	S	0	450 C	9.5	60.4F	17.5F
0243		SR 83 - 125' N OF CR 181	N	1300	S	1300	2600 C	9.5	60.4F	8.0A
0244		CR 181 - 350' W OF SR 83	N	250	S	250	500 C	9.5	60.4F	19.5A
0245		SR 81 - 750' N OF GORE; N OF SR 20	N	0	S	0	2400 C	9.5	60.4F	10.0F
0246		MADISON ST - 425' N OF PINE ST (FREEPORT)	N	0	S	0	3800 C	9.5	59.1F	9.8F
0249		CR 147 - 300' W OF SR 187 (US 331)	E	450	W	450	900 C	9.5	60.4F	10.6A
0250		CR 883 - 325' N OF SR 20	N	0	S	0	6200 C	9.5	60.4F	9.8F
0251		SR 285 - 0.436 MILE S OF SR 8 (I-10)	N	5000	S	4300	9300 C	9.5	60.4F	9.7A
0252		SR 30 (US 98) - 600' E OF CR 30A (WEST END)	E	21500	W	22000	43500 C	9.5	58.0F	6.4F
0253		SR 30 (US 98) - 0.280 MILE W OF SAN DESTIN BLVD	E	27500	W	27500	55000 C	9.0	58.0F	4.4F
0254		CR 395 - 425' N OF SR 30 (US 98)	N	0	S	0	2000 C	9.5	59.1F	17.5F
0256		CR 457 (MACK BAYOU RD) - 275' N OF SR 30 (US 98)	E	0	W	0	8900 C	9.0	58.0F	17.5F
0257		SR 30 (US 98) - 1000' W OF CR 30A (WEST END)		0E		0E	44500 X	9.5	58.0F	4.4F
0258		CR 30A - 200' E OF CR 393	E	3500	W	3300	6800 C	9.5	59.1F	3.4A
0259		US 98 - 500' W OF 1ST GRANDE BLVD ENT (E OF BAYT	E	23000	W	23000	46000 C	9.0	58.0F	4.4F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0260		CR 393 - 425' N OF SR 30 (US 98)	N	0	S	0	7700 C	9.5	58.0F	17.5F
0261		SR 30 (US 98) - 825' E OF CR 393	E	19000	W	18000	37000 C	9.5	58.0F	6.2A
0262		CR 83 - 375' S OF SR 30 (US 98)	N	0	S	0	5700 C	9.5	59.1F	17.5F
0263		CR 30A - 350' W OF CR 283	E	3000	W	2900	5900 C	9.5	59.1F	5.5A
0265		SR 30 (US 98) - 725' E OF CR 283 (BAY DRIVE)	E	16000	W	16000	32000 C	9.5	58.0F	6.1A
0267		CR 30A - 400' W OF CR 395	E	0	W	0	7900 C	9.5	59.1F	17.5F
0268		CR 30A - 350' E OF CR 395	E	0	W	0	13000 C	9.5	59.1F	17.5F
0270		SR 30 (US 98) - 600' W OF CR 30A (EAST END)	E	13000	W	13000	26000 C	9.0	58.0F	8.3A
0271		SR 83 - 275' N OF CR 185	N	1600	S	1600	3200 C	9.5	60.4F	8.8A
0272		SR 187 (US 331) - 275' N OF CR 285; S OF PAXTON	N	2000	S	2000	4000 C	9.5	60.4F	13.3A
0275		SR 83 (US 331) - 700' S OF SR 20, FREEPORT	N	13000	S	13000	26000 C	9.5	59.1F	10.1F
0276		CR 2378 - 425' W OF SR 30 (US 98), SANDESTIN	E	0	W	0	9100 C	9.0	60.4F	17.5F
0291		SR 83(US 331) -0.390 M N OF SR 20 @ N END OF BRI	N	9300	S	9600	18900 C	9.5	59.1F	10.1F
0366	T	SR-8/I-10, 1.3 MI W OF BOY SCOUT RD, WALTON CO.	E	13867	W	13795	27662 C	10.5	52.9A	13.9A
0456	T	US-331, 5.03 MI N OF SR-20, WALTON COUNTY	N	11539	S	11443	22982 C	9.5	59.4A	10.4A
1501		SR 10 (US 90) - 400' W OF LEE RD, DEFUNIAK	E	0	W	0	6200 C	9.0	60.4F	20.0F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1502		SR 10 (US 90) - 175' E OF SR 83 (DEFUNIAK)	E	5200	W	5500	10700 C	9.0	60.4F	20.0F
1503		SR 83 (US 331) - 0.464 MILE S OF CR 280 (BOB SIK	N	11500	S	12000	23500 C	9.0	60.4F	9.3A
1504		SR 10 (US 90) - 775' E OF SR 187 (US 331) DEFUNI	E	7800	W	7600	15400 C	9.0	60.4F	10.6F
1505		SR 187 (US 331) - 1.5 MILES N OF US 90 (SR 10)	N	4200	S	4300	8500 C	9.0	60.4F	10.7A
1506		SR 83 - 450' N OF WALTON RD, DEFUNIAK	N	4100	S	4300	8400 C	9.5	60.4F	9.1A
1507		WALTON RD - 375' W OF SR83	E	1300	W	1300	2600 C	9.0	60.4F	5.4A
1508		CR 280 (BAY AVE) - 225' E OF LOFTIN ST, DEFUNIAK	E	0	W	0	650 C	9.0	60.4F	17.5F
1509		CR 280 (BOB SIKES RD) - 1300' W OF SR 83 (US 331	E	0	W	0	4400 C	9.5	60.4F	17.5F
1510		CR 280A (2ND ST) - 250' SE OF HILLCREST WAY	E	250	W	250	500 C	9.5	60.4F	5.7A
1511		SR 83 (US 331)- 025. M S OF I-10 (N OF COY BURGE	N	15000	S	15500	30500 C	9.5	59.1F	9.8F
1512		CR 278 (COY BURGESS LOOP) - 700' W OF US 331 (SR	E	0	W	0	850 C	9.5	60.4F	17.5F
2601		I-10 - WB ON RAMP FROM SR 285	W	3300		0	3300 C	9.5	99.9W	9.7F
2602		I-10 - EB OFF RAMP TO SR 285	E	2700		0	2700 C	9.5	99.9W	9.7F
2603		I-10 - WB OFF RAMP TO SR 285	W	4000		0	4000 C	9.5	99.9W	9.7F
2604		I-10 - EB ON RAMP FROM SR 285	E	3400		0	3400 C	9.5	99.9W	9.7F
2605		I-10 - WB ON RAMP FROM SR 83 / US 331	W	4700		0	4700 C	9.5	99.9W	9.8F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
2606		I-10 - EB OFF RAMP TO SR 83 / US 331	E	4700		0	4700 C	9.5	99.9W	9.8F
2607		I-10 - WB OFF RAMP TO SR 83 / US 331	W	3100		0	3100 C	9.0	99.9W	9.8F
2608		I-10 - EB ON RAMP FROM SR 83 / US 331	E	2800		0	2800 C	9.5	99.9W	9.8F
5001		SR 83 (US 331) - 400' S OF SR 10 (US 90)	N	11000	S	11500	22500 C	9.0	60.4F	10.3A
5002		LIVE OAK AVE - 225' E OF SR 83 (US 331) DEFUNIAK	E	0	W	0	1200 C	9.0	60.4F	17.5F
5006		SR 10 (US 90) - 425' W OF SR 83 (US 331) SOUTH	E	8800	W	8000	16800 C	9.0	60.4F	10.6F
5008		SR 10 (US 90) - 125' E OF 5TH ST	E	4300	W	4400	8700 C	9.0	60.4F	20.0F
5012		CR 280 (BAY AVE) - 125' E OF 1ST ST, DEFUNIAK	E	0	W	0	1000 C	9.0	60.4F	17.5F
5013		BRUCE AVE - 225' E OF SR 83 (US 331)	E	0	W	0	3000 C	9.0	60.4F	17.5F
5014		SR 83 (9TH AVE) - 250' N OF SR 10 (US 90)	N	0	S	0	10000 C	9.0	60.4F	9.2F
5015		BURDICK AVE - 300' E OF SR 83 (US 331)	E	350	W	350	700 C	9.0	60.4F	5.0A
5901		CR 181 - 400 ' SE OF CR 2	E	0	W	0	550 C	9.5	60.4F	17.5F
5902		ROCK HILL RD - 200' W OF N TRAM RD	E	0	W	0	500 C	9.5	60.4F	17.5F
5903		CR 3280 - 200' S OF WHIPOORWILL LN		0E		0E	850 S	9.5	60.4F	17.5F
5904		CHAT HOLLEY RD - 200' W OF US 331	E	0	W	0	5200 C	9.5	60.4F	17.5F
5905		ROCK HILL RD - 160' W OF WALTON BRIDGE RD	N	0	S	0	750 C	9.5	60.4F	17.5F

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2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

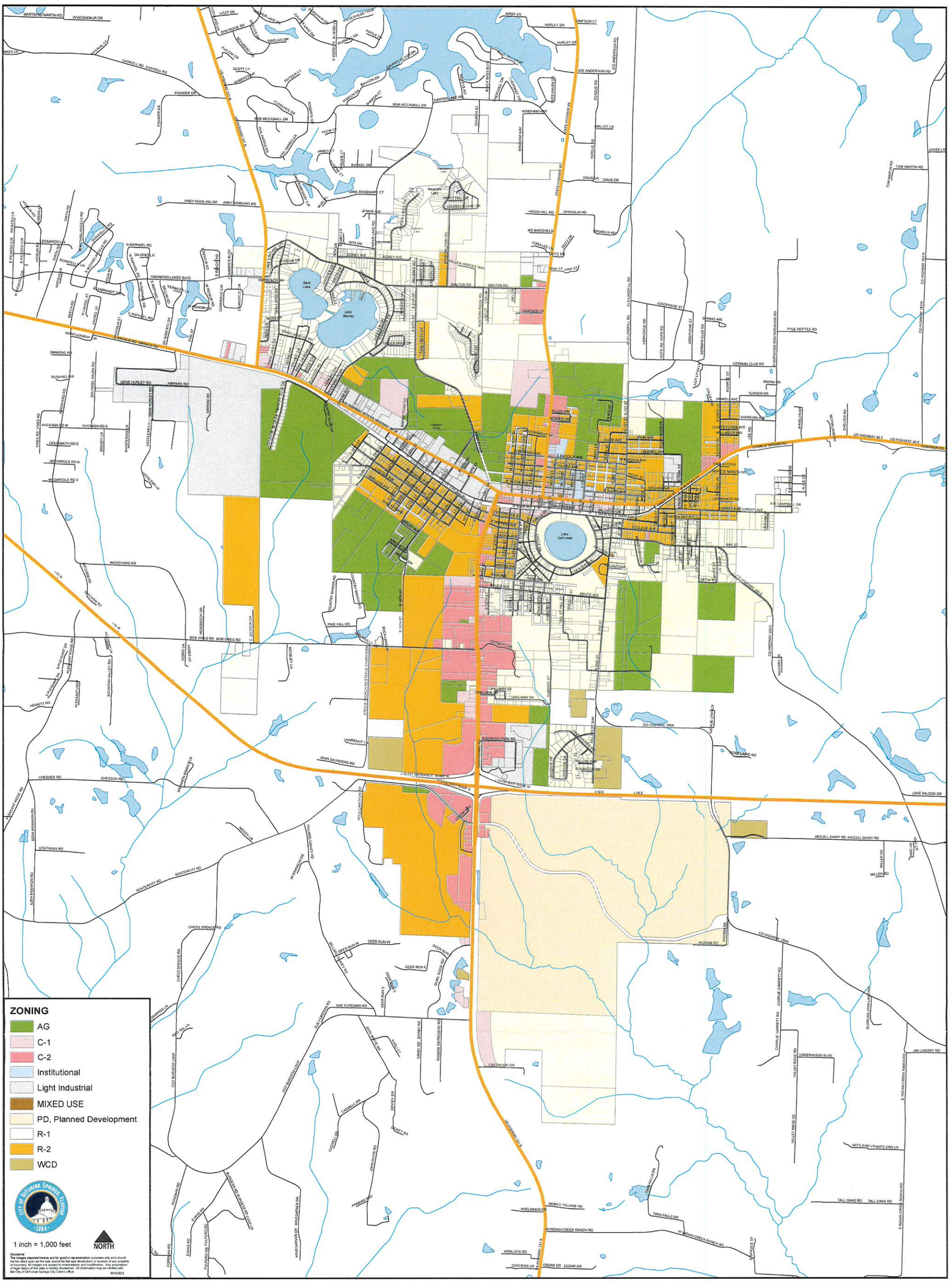
COUNTY: 60 WALTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5906		ROCK HILL RD - 400' E OF US 331	E	0	W	0	2000 C	9.5	60.4F	17.5F
5907		CR 3280 - 540' S OF SR 20	E	0	W	0	550 C	9.5	60.4F	17.5F
5908		SHOEMAKER DR - 700' N OF US 90	E	0	W	0	1900 C	9.0	60.4F	17.5F
7701		RAMP TO / FROM SR 20 / SR 81	N	0	S	0	550 C	9.5	60.4F	10.0F
9958	T	SR-8/I-10, 50' WEST OF CR-280A OVERPASS, WALTON	E	11696	W	11429	23125 C	10.5	54.8P	22.2A
9959	T	SR-187/US-331, AT THE ALABAMA STATE LINE, WALTON	N	2558	S	2556	5114 C	9.5	65.5A	7.2A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

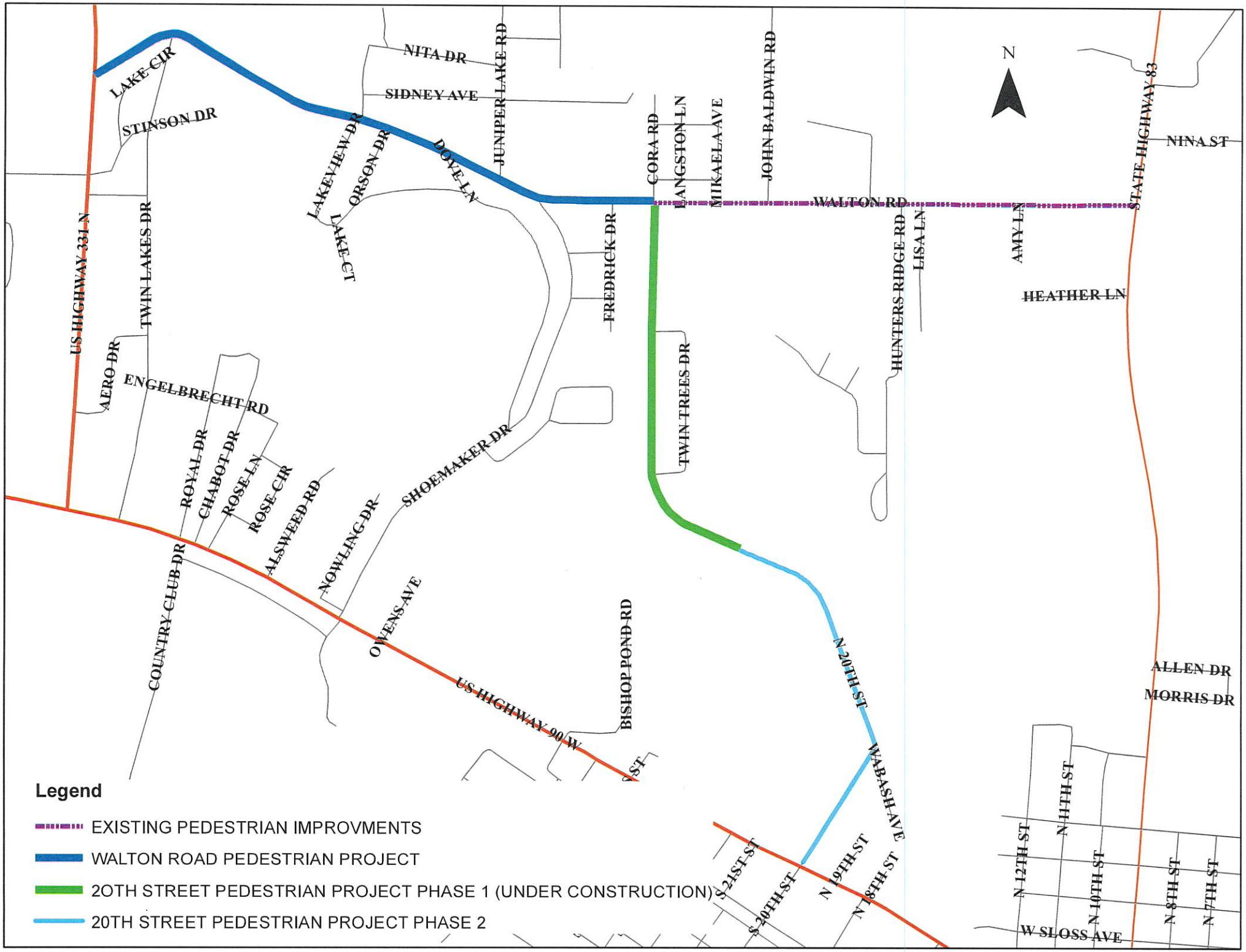
ATTACHMENT E

ZONING/LAND USE MAP


ZONING
AG
C-1
C-2
Institutional
Light Industrial
MIXED USE
PD, Planned Development
R-1
R-2
WCD
1 inch = 1,000 feet
NORTH
Disclaimer
The information depicted hereon are for graphic representation purposes only and should not be relied upon as the sole source for the size dimensions or location of any property or boundary. All images are subject to interpretation and modification. Any assumption of legal status of the data is hereby disclaimed. All information may be verified with the City of DeFuniak Springs City Clerk's office.
9/15/2023
Lake DeFuniak
Back Lake
Lake Stanley
Lake Rosemary
Magnolia Lake
Hidden Lake
Green's Pond
Lake Lucas
Lake Wilson
Lake Lindsey
Lake Ingram
Lake Ann
Lake Ella
Lake Jackson
Lake Lee
Lake Mary
Lake Mattie
Lake Mitchell
Lake Pearl
Lake Rose
Lake Sarah
Lake Sue
Lake Tom
Lake Wade
Lake Wood
Lake Wright
Lake Wyman
Lake Zoe
Lake Zoo
Lake Zoom
Lake Zoom
Lake Zoom

ATTACHMENT F

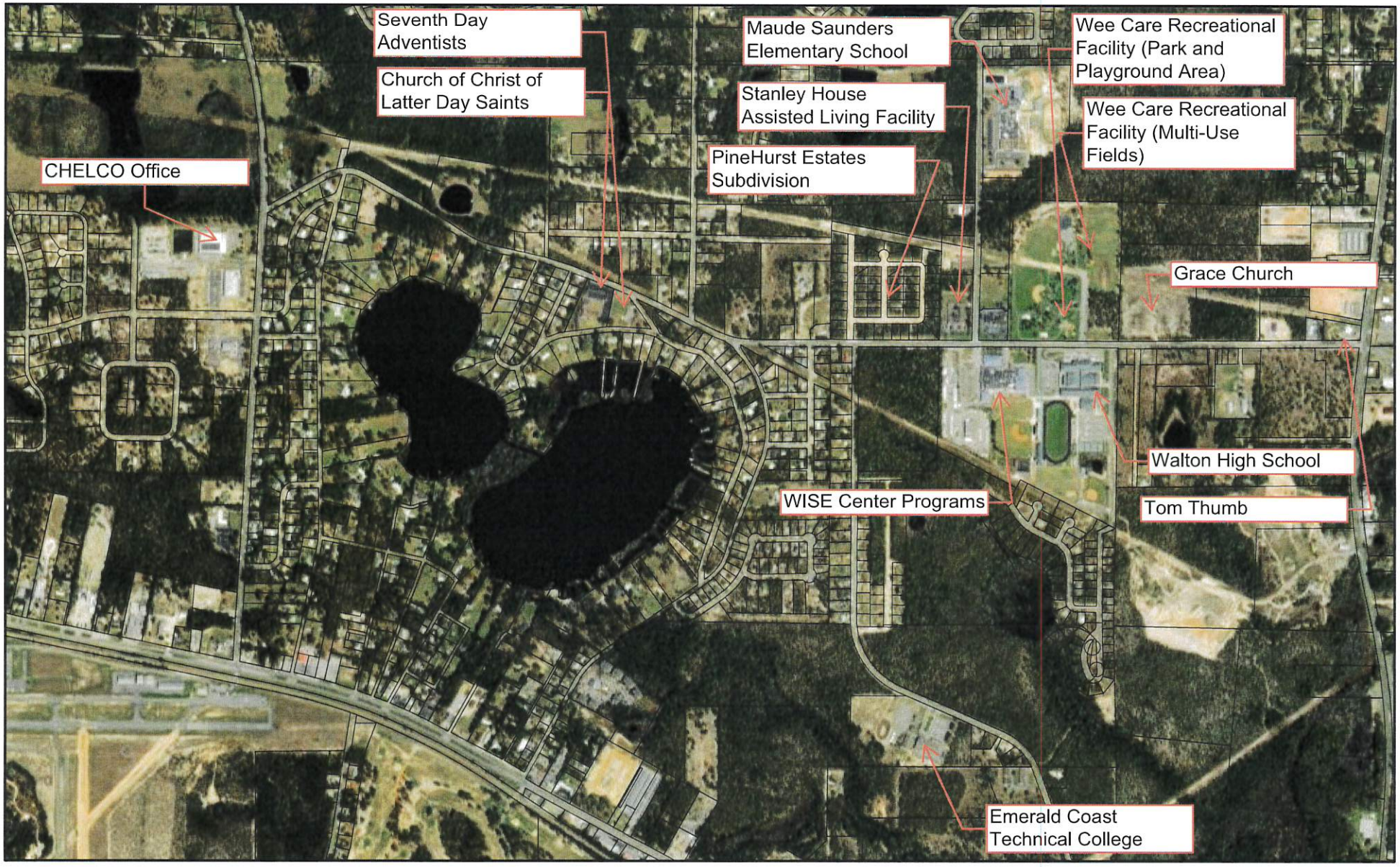
PEDESTRIAN CONNECTIVITY MAP


N
LAKE CIR
STINSON DR
NITA DR
SIDNEY AVE
JUNIPER LAKE RD
LAKEVIEW DR
ORSON DR
DOVE LN
LAKE CT
CORA RD
LANGSTON LN
MIKAELA AVE
JOHN BALDWIN RD
WALTON RD
STATE HIGHWAY 83
NINA ST
US HIGHWAY 331 N
TWIN LAKES DR
FREDRICK DR
HUNTERS RIDGE RD
LISA LN
AMY LN
HEATHER LN
AERO DR
ENGELBRECHT RD
TWIN TREES DR
ROYAL DR
CHABOT DR
ROSE LN
ROSE CIR
ALSWEED RD
NOWLING DR
SHOEMAKER DR
COUNTRY CLUB DR
OWENS AVE
US HIGHWAY 90 W
BISHOP POND RD
N 20TH ST
WABASH AVE
ALLEN DR
MORRIS DR
S 21ST ST
S 20TH ST
N 19TH ST
N 18TH ST
N 11TH ST
N 12TH ST
N 10TH ST
N 8TH ST
N 7TH ST
W SLOSS AVE
Legend
EXISTING PEDESTRIAN IMPROVMENTS
WALTON ROAD PEDESTRIAN PROJECT
20TH STREET PEDESTRIAN PROJECT PHASE 1 (UNDER CONSTRUCTION)
20TH STREET PEDESTRIAN PROJECT PHASE 2

ATTACHMENT G

LOCATION EFFICIENCY MAP

Location Efficiency Map



1/7/2025, 8:16:58 AM

Parcels

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0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Maxar

Web AppBuilder for ArcGIS

If you need assistance, click here to access the Quick Reference Guide to Getting Started

ATTACHMENT H

RESOLUTION OF SUPPORT

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3
Donna Johns, District 4
Tony Anderson, District 5

P.O. Box 1355
DeFuniak Springs, FL 32435
Phone: (850) 892-8155
Fax: (850) 892-8454
www.co.walton.fl.us

RESOLUTION 2024- 606

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE WALTON ROAD MULTI-USE PATH FROM US 331 TO 20TH STREET AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

WHEREAS, the Florida Department of Transportation (FDOT) administers federal funding known as the Transportation Alternatives Set-Aside Program on behalf of the United States Department of Transportation, Federal Highway Administration's Surface Transportation Block Grant in which a portion of those allocations are for transportation alternatives or enhancements; and

WHEREAS, FDOT is accepting funding applications for small-scale transportation projects for the Transportation Alternatives Set-Aside Program for inclusion in the Tentative Work Program development cycle through Fiscal Years 2026-2031; and

WHEREAS, to obtain a grant from the Transportation Alternatives Set-Aside Program, the County is supporting improvements within the Walton Road right-of-way to expand pedestrian facilities to enhance safety.

NOW THEREFORE BE IT RESOLVED by the Walton County Board of County Commissioners at its regular meeting held on November 26, 2024, the Board hereby endorses their commitment of infrastructure improvements for pedestrians and bicyclists as part of the Walton Road Multi-Use Path Project as a priority project for the County and should the County be awarded a Transportation Alternative Set-Aside grant for the construction phase, the County hereby endorses their commitment to the project's implementation, construction, maintenance and financing.

Approved and effective this 26th day of November, 2024.

Attest:

Loretta A. Fair
for Alex Alford, Clerk of Court
and Comptroller

COUNTY COMMISSIONERS SEAL WALTON COUNTY FLORIDA

By: Tony Anderson

Print Name: Anthony "Tony" Anderson
Chairman
Walton County Board of County Commissioners

ATTACHMENT I

LETTERS OF SUPPORT

The Proven Professionals
Naylor REALTY
& Associates, Inc.

1.8.25

To: Chance Powell

Fr: Bruce Naylor

Re: Walton Rd Multi-Use Path Construction

Chance,

I am writing this letter to let you know I am in full support of this project. I think it is very important for the safety and wellbeing of our school children.

With respect,

Bruce Naylor

Owner/Broker

Naylor Realty & Associates Inc.

776 BALDWIN AVENUE, SUITE B • DEFUNIAK SPRINGS, FLORIDA 32435
(850) 951-2488 (Office) • (850) 951-2188 (Fax)

MLS REALTOR

MICHAEL A. ADKINSON, JR., SHERIFF
Office of the Sheriff, Walton County

Date: January 13th, 2025

To whom it may concern:

I am writing to express my strong support for the Walton County Engineering Department's application for the Transportation Alternatives Grant. The grant will assist with two projects, the Walton Road Multi-Use Path and the Lake Jackson Multi-Use Path. As Fire Chief of Walton County Fire Rescue, I understand the vital importance of safe and efficient transportation infrastructure within our community.

The projects outlined in the application will significantly benefit Walton County residents by enhancing pedestrian and/or bike safety. These improvements will directly enhance public safety and the overall quality of life in Walton County.

Walton County Fire Rescue fully supports the Engineering Department's efforts to secure these funds and believes that the proposed improvements are essential to the continued growth and well-being of our community. We are confident that this grant will be instrumental in achieving these important goals.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Austin Pugh
Fire Chief
Walton County Fire Rescue

A. Russell Hughes
Superintendent of Schools

WALTON COUNTY SCHOOL DISTRICT

145 Park Street
DeFuniak Springs, FL 32435
850.892.1100
Fax 850.892.1191
www.walton.k12.fl.us

January 13, 2024

RE: Walton Rd Multi-Use Path Construction

To Whom It May Concern:

Walton County School District is in full support of the following project: Walton Rd Multi-Use Path Construction. This project will provide upgrades to Walton Road roadway located from the intersection of 20th Street to the intersection of US Hwy 331 with the construction of an 8-foot-wide multi use path.

This project will benefit the students, families, and community in Walton County. The Walton Rd Multi-Use Path will enhance safety by providing a protected space for pedestrians and cyclists away from vehicle traffic, also creating a safe route to school for many students. The path also has health and wellness benefits by encouraging physical activity and promoting mental health through outdoor recreation. This project will also have economic and environmental advantages, such as increasing property value and improving air quality through reduced vehicle use. Walton County School District is in full support of this project and the many benefits it will provide.

Sincerely,

Dr. Jennifer Hawthorne
Deputy Superintendent
Walton County School District

Tammy Smith
District 1

Kim Kirby
District 2

Bill Eddins, Jr.
District 3

Jeri Michie
District 4

Jason Catalano
District 5

ATTACHMENT J

PRIOR PROJECT PHASES

Walton County
Board of County Commissioners

AGENDA ITEM REPORT

24-1576

Meeting: Board of County Commissioners - Nov 26 2024
Department: Engineering
Submitted by: Chaela Floyd
Staff Contact: Anna Hudson, Staff Engineer

Approved as to Legal Form: Yes **Reviewed by Finance:** Yes

☒ **Consent Agenda** ☐ **Regular Agenda** ☐ **Public Hearing**

TITLE/REQUESTED ACTION:

Request approval to award Invitation to Bid (ITB) No.: 24-40 to the lowest, most responsive bidder, Premier Paving, LLC in an amount not to exceed $357,165.58 for the construction of the Walton County North End Multi-Use Trail and Pedestrian Path Connections project (Phase I -20th Street) funded by the Florida Department of Transportation State-Funded Agreement No.: G2B96 (FPN: 450942-1-54-01) and approve and authorize the Chairman to sign Construction Contract No.: 24-40

PURPOSE / SUMMARY EXPLANATION OR HISTORY:

REQUEST: Staff is requesting to award ITB 24-40 for the construction of Walton County North End Multi-Use Trail and Pedestrian Path Connections project (Phase I -20th Street) to the lowest, most responsive bidder, Premier Paving, LLC in the amount of $357,165.58 and approval for the Chair to sign the construction contract. Phase I Construction project limits extend along 20th Street from the Walton Road intersection to the Emerald Coast Technical College.

FUNDING:
FDOT State Funded grant will provide $800,000.00 for the design, construction, and CEI for the Multi-Use Trail and Pedestrian Path project.

Grant Funds:	$800,000
Design TWO 23-04:	$166,080
Construction PH I	$357,165.58
Remaining Funds	**$276,754.42**

PROJECT DESCRIPTION:
This project is for the Walton County North End Multi-Use Trail and Pedestrian Path Connections project. The scope for this project is the construction of a 5 ft. sidewalk along 20th Street from the intersection of Walton Road to the Emerald Coast Technical College. The proposed sidewalk will be located along the right-of-way on the east side of 20th Street. All work will be completed within the existing right-of-way. Total construction length of the Phase I project is 0.77 miles. Construction was broken into multiple phases based upon funding.

HISTORY:
August 23, 2022-BCC approved the FDOT State-Funded Agreement No.: G2B96 (FPN: 450942-1-54-01) for design, CEI and Construction of the Walton County North End Multi-Use Trail and Pedestrian Path Connections in the amount of $800,000.00. This agreement will expire on October 31, 2023.
January 23, 2023-DFS City Council approved the Interlocal Agreement and Easement with Walton County regarding the 20th Street Sidewalk.
February 16, 2023-BCC approved an Interlocal Agreement and Easement with the City of DFS regarding the 20th Street Sidewalk Project.
March 28, 2023-(23-0453) BCC approved Task Order No.: 23-04 Professional Engineering Services for the Walton County North End Multi-Use Trail and Pedestrian Path Connections with Panhandle Engineering & Construction, Inc. (PECS) in the amount of $166,180.00.
June 20, 2023-(24-0832) BCC approved to utilize Continuing Engineering Services for CEI Services for the Walton County North End Multi-use Trail and Pedestrian Path Connections Project Phase I; (24-0834) BCC approved to advertise solicitations for Construction of the Walton County North End Multi-use Trail and Pedestrian Path Connections Project Phase I.
August 27, 2024 - (24-1157) BCC approved Task Order No.: ENG 24-05 with Atkins for CEI Services for the Walton County North End Multi-use Trail and Pedestrian Path Connections Project Phase I in an amount not to exceed $82,325.00.

FINANCIAL IMPACT

INITIAL COST
$357,165.58

ANNUAL RECURRING COST (if any)

FUNDING SOURCE
State Appropriation

BUDGETED
Yes

ATTACHMENTS:

Responses total ITB 24-40
Contract No. 24-40

MINUTES
Board of County Commissioners
Tuesday, November 26, 2024, @ 9:00 AM
South Walton Annex Board Room
Regular Meeting

COMMISSIONER ATTENDANCE

PRESENT: Chair Tony Anderson, Vice Chair Donna Johns, Commissioner Brad Drake, Commissioner Dan Curry, and Commissioner Danny Glidewell

STAFF PRESENT: Assistant County Attorney Matthew Richardson, County Administrator Stan Sunday, and Chief Financial Officer Melissa Thomason

OPENING COMMENTS

INVOCATION AND PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

RECOGNITION OF GUESTS
Chair Anderson recognized Argyle Fire District Commissioner Jeff Talbert.

CALL TO ORDER
Chair Anderson called the meeting to order at 9:03 a.m.

CONSIDER ADDITIONS/DELETIONS

Additions:

Interim County Attorney, Clay Adkinson

Add #1 - (24-1634) Request approval to schedule and advertise a special meeting for an Executive Session regarding Parked Properties, GA, LLC vs Walton County, Department of Code Compliance, Case Number 21CA438

Vice-Chair Donna Johns

Add #2 - (24-1633) Request to readdress tree ordinance

Deletions:

Administrator Sunday requested Consent Agenda Item 7 be deleted from the Consent Agenda to work out the details

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve the agenda with the changes as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

PUBLIC COMMENTS
There were no public comments.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION
This item was previously discussed in the meeting.

APPROVAL OF CONSENT AGENDA

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve with the changes as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

CLERK'S ITEMS:

1. Request to approve the Expenditure Approval List (EAL).

Accounts	Totals
General Fund:	$ 4,091,774.26
Public Works	$ 767,377.42
Bldg. Dept.	$ 8,311.54
N.W. Mosquito Control	$ 1,264.79
Mosq. Control State	$ 491.12
Fine & Forfeiture	$ 9,113,087.30
Section 8 Housing /HUD	$ 97.13
Tourist Dev. Council	$ 1,260,467.89
Solid Waste Enterprise	$ 902,100.21
Recreation Plat Fee	$ 12,272.75
Capital Projects Fund	$ 1,603,988.90
TOTAL	$ 17,761,233.31

2. Request to approve and authorize the Chair to sign the minutes of the October 3, 2024, Land-Use Hearing; October 22, 2024, Land-Use Hearing; October 22, 2024, Regular Meeting; November 12, 2024, Executive Session re: CBHIV vs WC 3:23-cv-21629; and November 12, 2024, Executive Session re: Customary Use 18CA547.

ADMINISTRATION - CONSENT ITEMS:

3. **Request to approve and authorize the Chair to sign the 2025 BCC Holiday Schedule.**

4. **Request approval for the Probation Department to observe the First Judicial Circuit of Florida Court Holidays in place of the Walton County BCC Holiday Schedule.**

5. **Request to approve and authorize the Chair to sign the 2025 BCC Meeting Schedule including BCC Land-Use Hearings.**

6. **Michele Burns, CareerSource Okaloosa Walton - Request to approve and authorize the Chair to sign the Memorandum of Understanding (MOU) between CareerSource Okaloosa Walton (CSOW) and the Florida Department of Education (DOE) -Division of Vocational Rehabilitation.**

7. **Request to approve and authorize the Chair to sign the Exercise of Sole Option to Renew Contract No.: 021-039 Agreement for State Lobbying Services with Heffley & Associates, Inc.; extending the term of the contract one (1) year; effective December 20, 2024, through December 19, 2025.**

8. **Request to approve and authorize the Chair to sign the travel authorization forms for commissioners and their aides to attend the FAC Legislative Conference in Tampa, FL from December 3-December 6, 2024.**

9. **Request approval regarding Governor DeSantis' announcement for state office closure on November 27, 2024, in addition to regular office closures during the holidays.**

CHIEF FINANCIAL OFFICER - CONSENT ITEMS:

10. **Request to approve and authorize the Chair to sign Amendment No.: 2 to the Interlocal Agreement for the Paxton Health Clinic.**

COUNTY ATTORNEY - CONSENT ITEMS:

11. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Francis Matthew Carson.**

12. **Request to approve and authorize the Chair to sign two Satisfaction of SHIP Mortgages for Mary Clemmons.**

13. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Elsie M. Carroll.**

14. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Deborah D. Cantrell.**

15. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Lisa A. Caldwell.**

16. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Jason A. Cobb and Hally R. Cobb.**

17. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Patricia A. Cobb.**

18. **Request to approve and authorize for Chair to sign three (3) Satisfaction of SHIP Mortgages for Jane Cobb.**

EMERGENCY MANAGEMENT - CONSENT ITEMS:

19. **Request to approve the purchase of one (1) 3/4-ton 4WD Crew Cab pickup truck in an amount not to exceed $60,000.**

ENGINEERING - CONSENT ITEMS:

20. **Request approval to apply for the Transportation Alternative Grant for the construction of the Walton Road Multi Use Path from U. S. Highway 331 to 20th Street project and approve and authorize the Chair to sign Resolution 2024-66 of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.**

21. **Request approval to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chair to sign a Resolution 2024-67 of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.**

ENVIRONMENTAL SERVICES - CONSENT ITEMS:

22. **Request to approve and authorize the Chair to sign Contract No.: WO105 with the Florida Department of Corrections for the use of inmate labor (Inmate Work Squads) in work programs.**

HUMAN RESOURCES - CONSENT ITEMS:

23. **Request to approve and authorize the Chair to sign the First Option to Renew the Agreement for Employee Benefits Consultant Services with the Gehring Group.**

CITIZEN REQUESTS

There were no citizens requests.

STAN SUNDAY, COUNTY ADMINISTRATOR

Administrator Sunday had no items to present.

ENGINEERING

24. **Request approval to award Invitation to Bid (ITB) No.: 24-40 to the lowest, most responsive bidder, Premier Paving, LLC in an amount not to exceed $357,165.58 for the construction of the Walton County North End Multi-Use Trail and Pedestrian Path Connections project (Phase I -20th Street) funded by the Florida**

Department of Transportation State-Funded Agreement No.: G2B96 (FPN: 450942-1-54-01) and approve and authorize the Chair to sign Construction Contract No.: 24-40.

Administrator Sunday presented the request.

Motion by Commissioner Glidewell, second by Commissioner Curry, to approve the request as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

FACILITIES MAINTENANCE

25. **Request to approve and authorize the Chair to sign Change Order No.: 1 to Contract No.: ADM 22-02 with Dewberry for additional architectural, engineering, and MEP design services for the Glendale Fire Station; increasing the contract amount by $5,500.**

Administrator Sunday presented the request.

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve the request as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

TOURISM DEPARTMENT ADMINISTRATION

26. **Request approval to appoint Brian Moffatt to Seat 5, Amy Wise-Coble to Seat 6 and Robert LaCasse to Seat 9 to fill expiring terms/seats on the Tourist Development Council.**

Administrator Sunday presented the request.

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve the request as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

Acting County Attorney Clay Adkinson arrived at 9:19 a.m.

Walton County
Board of County Commissioners

AGENDA ITEM REPORT

21-0383

Meeting: Board of County Commissioners - Mar 23 2021
Department: Public Works
Submitted by: Anna Hudson, Staff Engineer
Staff Contact: Anna Hudson, Staff Engineer

☒ **Consent Agenda** ☐ **Regular Agenda** ☐ **Public Hearing**

TITLE/REQUESTED ACTION:

Request to approve and authorize the Chairman to sign Task Order No. 21-04 Design Services for the Walton Road Sidewalk and Multi-Use Project with Dewberry in the amount of $45,350.00

PURPOSE / SUMMARY EXPLANATION OR HISTORY:

The County desires professional engineering services for the survey, design and permitting necessary to construct an 8" wide multi-use path and a 5' wide sidewalk from 20th street to Highway 83. This project would also include extending a 5' wide sidewalk along John Baldwin Road from Walton Road to the existing sidewalk on John Baldwin Road. Incldued as part of the design scope will be necessary modifications to the existing roadway striping, crosswalks and drainage to support this project.

HISTORY:
February 9, 2021-BCC directed PW to move forward with engineering for a sidewalk and bike path on Walton Road. Staff to bring a resolution authorizing the use of the Haliburton/Transocean settlement funds in the amount of $132,335.79 to the February 23, 2021 BCC meeting . Staff to work with the City of DFS and the School Board.
February 23, 2021-BCC approved a resolution amending the FY 21 budget in the General Fund for unanticipated revenue from the BP settlement in the amount of $132,335.79.

FINANCIAL IMPACT:

DESCRIPTION: General Fund/Professional Services

REVIEWED BY FINANCE?	Yes	**FUNDING TYPE:**	FY 21 Budget
TOTAL COST:	$45,350.00	**BUDGETED?**	Yes

ATTACHMENTS:

Task Order 21-04 Walton Road Sidewalk

MINUTES
of County Commissioners
Tuesday, March 23, 2021 @ 9:00 AM
South Walton Annex Board Room
Regular Meeting

COMMISSIONER ATTENDANCE

PRESENT: Chairman Trey Nick, Commissioner Michael Barker, Commissioner Boots McCormick, Commissioner Danny Glidewell, and Commissioner Tony Anderson

STAFF PRESENT: Larry Jones, County Administrator, and Interim Attorney Clayton Adkinson was also present.

OPENING COMMENTS

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND INVOCATION

RECOGNITION OF GUESTS
Chairman Nick recognized Ms. Donna Johns, South Walton Mosquito Control District.

CALL TO ORDER
Chairman Nick called the meeting to order.

CONSIDER ADDITIONS/DELETIONS
Mr. Larry Jones presented the following additions and deletions:

Additions:
Adkinson Law Firm, Acting County Attorney
Add. #1 - (20-0467) Request to schedule and advertise an Executive Session regarding Edgewater Beach Owners Association, Inc. v. Walton County Board of County Commissioners and Ronnie Bell, First District Court of Appeal Case Number 1D20-0257; and Edgewater Beach Owners Association, Inc. v. Walton County Board of County Commissioners and Ronnie Bell, Circuit Court Case Number 08-CA-000006

Commissioner Tony Anderson, District Five
Add. #2 - (20-0466) Spring Break Curfew Discussion

Deletions:
Public Works
#36 - (20-0361) Request board Direction for Joe Dugger Road Improvement as identified by the National Fish and Wildlife Foundation (NFWF) Water Quality

Improvements for the Enhancement of Fisheries Habitat in the Lower Choctawhatchee River Basin Assessment

Citizen Requests
#44 - (ASF-010) Jason Knight - Request to rename the football facility at Helen McCall Park

Motion by Commissioner Glidewell, second by Commissioner Barker, to approve the additions and deletions as presented.

5-0 by the following votes:

Ayes: Chairman Nick, Commissioner Barker, Commissioner McCormick, Commissioner Glidewell, and Commissioner Anderson

PUBLIC COMMENTS
There were no public comments.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION
Mr. Jones requested to remove Item #19 from the Consent Agenda for further discussion.

APPROVAL OF CONSENT AGENDA

Motion by Commissioner Glidewell, second by Commissioner McCormick, to approve the Consent Agenda as follows.

5-0 by the following votes:

Ayes: Chairman Nick, Commissioner Barker, Commissioner McCormick, Commissioner Glidewell, and Commissioner Anderson

CLERK'S ITEMS:

1. Approve Expenditure Approval List (EAL)

		Total
General Fund:	$	1,507,803.25
County Trans./Public Works	$	595,578.91
MSBU: Imperial Lakes Daughette Subdivision Leisure Lake	$	1,812.00
Bldg Dept/Enterp. Fund	$	1,674.73
N.W. Mosquito Control	$	821.47
Fine & Forfeiture	$	5,325,154.75
Public Safety- 911	$	261,076.04
Section 8 Housing /HUD	$	218.45
Tourist Dev. Council	$	632,207.19
Solid Waste Enterprise	$	218,334.64

Recreation Plat Fee	$	62,058.00
Capital Projects Fund	$	327,336.21
Totals	**$**	**8,934,075.64**

2. **Request to approve the Minutes of the March 9, 2021 Regular Meeting**

ADMINISTRATIVE ITEMS:

3. **Request to approve and authorize the Chairman to sign the March 23, 2021 through March 30, 2021 COVID Local State of Emergency Resolution (2021-39)**

4. **Request to approve and authorize the Chairman to sign a resolution (2021-40) recognizing the week of April 4 through April 10, 2021 as National Library Week in Walton County and authorize library staff to waive all overdue fines and fees charged for overdue library materials**

5. **Request to advertise an invitation to bid for the construction of the Comander's Landing Canoe/Kayak project**

6. **Request to approve County Highway 2 at Long Creek Bridge (#600077) for funding consideration through the Florida Department of Transportation Bridge Small County Outreach Program (SCOP)**

7. **Request approval to surplus BCC# 8703 for donation to District One Medical Examiner's Support, Inc. (DOMES)**

8. **Request approval to advertise an Invitation to Bid (ITB) to hire a company to supply CDL licensed drivers to operate the 2 sixteen passenger trams the County leased for the Grayton Beach Tram**

BUDGET AMENDMENT RESOLUTIONS/TRANSFERS:

9. **Request to approve and authorize the Chairman to sign a resolution (2021-41) amending the FY 2021 budget in the General Fund in the amount of $248.17 for additional unanticipated grant revenue from the Florida Division of Emergency Medical Services for the County Award Grant**

10. **Request to approve and to authorize the Chairman to sign a resolution (2021-42) amending the FY2021 Budget in the Capital Projects Fund for unanticipated grant revenue in the amount of $1,000,000.00 from Florida Department of Transportation for the Regional Stormwater Management Facility**

AGREEMENTS/CONTRACTS:

11. **Request to approve and authorize the Chairman to sign the renewal of the annual AutoCAD Program License Agreement for 2 subscriptions with Autodesk in the amount of $3,300.00**

12. **Request to approve and authorize the Chairman to sign Modification 3 to the Flood Mitigation Assistance Grant number 18FM-X8-01-76-01-225 with the Florida Division of Emergency Management extending the period of performance extension until August 31, 2021 for the residential home elevation project**

13. **Request to approve and authorize the Chairman to sign the addendum to the FY 20 Walton County Financial Statement Audit Engagement Letter with Carr, Riggs and Ingram**

14. **Request to approve and authorize the Chairman to sign the Mint Service Agreement with Simpleview, LLC for meeting and event interface**

15. **Request to approve and authorize the Chairman to sign Amendment No. 1 and the First Option to Renew the License Agreement (ID #622448532) with Golf Compete, Inc., DBA foreUp for the point of sale system at the DeFuniak Springs Golf Course**

16. **Request to approve and authorize the Chairman to sign the Lease Amendment & Renewal with The Golf Garden of Destin, Inc.**

17. **Request to approve and authorize the Chairman to sign the Memorandum of Understanding with the DeFuniak Springs Little League Association for Repairs at the DeFuniak Springs Little League Park**

18. **Request to approve and authorize the Chairman to sign a Lease Agreement with Safe Connections**

19. **Request to approve and authorize the Chairman to sign Amendment 1 to the Memorandum of Understanding with the Walton County Fair Association Regarding Utilization of Fair Association Property and Facilities During Emergencies and Disasters**

20. **Request to approve and authorize the Chairman to sign Contract No. 020-037 Engineering Services for the Old Town of Santa Rosa Stormwater Master Plan with DRMP, Inc. in the amount of $483,444.00**

21. **Request to approve and authorize the Chairman to sign a change order to the Tyler Technologies Munis agreement for 9 additional days needed to implement the EnerGov module for the Planning Department**

22. **Request to approve and authorize the Chairman to sign the Interlocal Agreement with South Walton Fire District for Bonfire Permitting and Bonfire Fee Collection and Remittance**

23. **Request to approve and authorize the Chairman to sign the Interlocal Agreement with South Walton Fire District for Emergency Medical Services**

24. **Request to approve and authorize the Chairman to sign the South Walton Fire District Certificate of Public Convenience and Necessity for Emergency Medical Services**

25. **Request to approve and authorize the Chairman to sign the addendum and ratify the agreement with Openedge for card processing for the new Energov software**

TASK ORDERS:

26. **Request to approve and authorize the Chairman to sign Task Order No 21-03 Professional Engineering Services for County Hwy 2A & CR 1087 Intersection Evaluation with DRMP, Inc. in the amount of $9,857.00.**

27. **Request to approve and authorize the Chairman to sign Task Order No. 21-04 Design Services for the Walton Road Sidewalk and Multi-Use Project with Dewberry in the amount of $45,350.00**

GRANT APPLICATIONS:

28. **Request approval to submit application for Library Services and Technology Act grant through Florida Department of State Museum and Library Services**

29. **Request approval to apply for a grant to upgrade/replace the 9-1-1 voice logging recorder as requested by the Sheriff's Office**

30. **Request approval of a Grant Application for funding for the Annual 9-1-1 Maintenance costs as requested by the Sheriff's Office**

31. **Request approval to apply for a Grant for hardware for 911 to display the Rapid Deploy mapping solution as requested by the Sheriff's Office**

LARRY D. JONES, COUNTY ADMINISTRATOR

ADMINISTRATION

Mr. Jones presented Item #19 from the Consent Agenda requesting to approve and authorize the Chairman to sign Amendment 1 to the Memorandum of Understanding with the Walton County Fair Association Regarding Utilization of Fair Association Property and Facilities During Emergencies and Disasters. Changes include utilizing the site for COVID-19 vaccinations. FEMA funds can be used to make necessary changes.

Commissioner Glidewell acknowledged his conflict of interest and abstained from discussion. (Form 8B)

Motion by Commissioner Anderson, second by Commissioner Barker, to approve and authorize the Chairman to sign Amendment 1 to the Memorandum of Understanding with the Walton County Fair Association.

4-0 by the following votes:

MINUTES
Board of County Commissioners
Tuesday, February 9, 2021 @ 4:00 PM
DeFuniak Springs Board Room
Regular Meeting

COMMISSIONER ATTENDANCE

PRESENT: Chairman Trey Nick, Vice-Chairman Michael Barker, Commissioner Boots McCormick, Commissioner Danny Glidewell, and Commissioner Tony Anderson

STAFF PRESENT: Larry Jones, County Administrator, and Sidney Noyes, County Attorney

OPENING COMMENTS

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND INVOCATION

Zoom Participation

Chairman Nick announced that Commissioner Anderson had been exposed to COVID-19 and had requested to participate in tonight's meeting through Zoom.

Motion by Commissioner Barker, second by Commissioner Glidewell, to approve to allow Commissioner Anderson to attend the meeting via electronic communication (Zoom).

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

RECOGNITION OF GUESTS

CALL TO ORDER
Chairman Nick called the meeting to order.

CONSIDER ADDITIONS/DELETIONS

Additions:
Commissioner Anderson

Add. #1 - (21-0198) Request to approve and authorize the Chairman to sign a resolution in support of doing away with HB631 - this item will be presented under Administration

Commissioner Nick
Add. #2 - Lighting on U.S. Highway 331 Choctawhatchee Bridge (Clyde B. Wells Bridge)

Motion by Commissioner Glidewell, second by Commissioner McCormick, to approve the agenda with the additions as presented.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

PUBLIC COMMENTS
There were no public comments on agenda items.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION
There were no items removed from the Consent Agenda.

APPROVAL OF CONSENT AGENDA

Motion by Commissioner Glidewell, second by Commissioner Barker, to approve the Consent Agenda as follows.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

CLERK'S ITEMS:

1. **Approve Expenditure Approval List (EAL)**

	Total
General Fund:	$ 3,137,303.44
County Trans./Public Works	$ 713,365.86
Bldg Dept/Enterp. Fund	$ 3,811.58
N.W. Mosquito Control	$ 2,539.79
Mosq. Control State	$ 680.00
Fine & Forfeiture	$ 14,075.83
Section 8 Housing /HUD	$ 168,881.39
Tourist Dev. Council	$ 976,582.36
Solid Waste Enterprise	$ 531,111.25
Recreation Plat Fee	$ 919.68
Capital Projects Fund	$ 26,114.22
Totals	**$ 5,565,285.40**

2. **Request to approve the Minutes of the January 26, 2021 Regular Meeting and the January 28, 2021 Land-Use Hearing**

3. **Request to approve the Investment Report for Quarter ended December 31, 2020 as requested by the Clerk's Office**

ADMINISTRATIVE ITEMS:

4. **Request to approve and authorize the Chairman to sign the February 9, 2021 through February 16, 2021 COVID Local State of Emergency Resolution (2021-18)**

5. **Request to approve and authorize the Chairman to sign the Disbursement Schedule for Matter ID 201100009505, Walton County BCC v BP (Haliburton/Transocean Settlement)**

6. **Request to approve the attached list of County Properties for SOM1101, LLC (Broadband Contractor) to investigate the possibility to build towers for the Broadband Network at each site**

7. **Request to re-appoint John Dalton, James M. Bailey and Randall Yates to the Contractor Competency Board with terms to expire February 1, 2024**

8. **Request to re-appoint Monda Duncan to the Library Advisory Board with her term to expire January 31, 2024**

9. **Request approval to advertise a Request for Proposal (RFP) for E-Rate Services for Walton County Libraries**

10. **Request to Schedule a Public Hearing on Proposed Parking Ordinance Permitting Ticketing and Immobilization**

11. **Request acceptance of a Quit Claim Deed from Timothy Mathew Panzer and Brandy Cherry Panzer for the cul-de-sac at the end of Watson Road**

12. **Request approval to add one additional FTE to the Building Department for an inspector**

BUDGET AMENDMENT RESOLUTIONS/TRANSFERS:

13. **Request to approve and authorize the Chairman to sign a resolution (2021-20) amending the FY 21 budget in the General fund in the amount of $6,675,803.00 for non-ad valorem taxes received for the low income pool program for indigent care services by hospitals located within Walton County**

14. **Request to approve and authorize the Chairman to sign a resolution (2021-19) amending the FY 21 budget in the North Walton Mosquito Control fund in the amount of $146,056.00**

AGREEMENTS/CONTRACTS:

15. **Request to approve and authorize the Chairman to sign Amendment 1 to the 2021 Small County Solid Waste Grant Agreement #: SC131**

16. **Request to approve and authorize the Chairman to sign an updated lease agreement with The Stella Davis 2015 Plantation Trust (Nokuse Plantation) to install a WeatherSTEM weather station on their property. The only change is an update to the parcel ID**

17. **Request to approve and authorize the Chairman to sign the Model Acknowledgement of Conditions for Mitigation of Property in a Special Flood Hazard Area with FEMA Grant Funds form. This form is required by FEMA under the Flood Mitigation Assistance Grant that the property at 60 Childers Way Freeport, FL 32439 is being elevated under.**

18. **Request to approve and authorize the Chairman to sign a Consent of Assignment of Agreement with Rentokil North America, Inc. for Pest Control and Termite Control Services (Contract No. 019-009 Florida Pest Control, Inc.)**

19. **Request to approve and authorize the Chairman to sign the First Option to Renew Contract No. 019-009 Pest Control and Termite Control Services with Rentokil North America, Inc. for one additional year**

20. **Request to approve and authorize the Chairman to sign an amendment to the contract with Tyler Technologies dated June 25, 2018 to convert Implementation hours no longer needed into custom form designs for reporting**

TASK ORDERS:

21. **Request to approve and authorize the Chairman to sign Task Order No. 21-01 CEI Services for C.R. 393 Multi-Use Path Improvements (Ridge Road to U.S. Highway 98) with Dewberry, Inc in the amount of $40,125.00**

22. **Request to approve and authorize the Chairman to sign Task Order No. 21-02 CEI Services for Western Lake Basin Drainage Improvements PH II (Andalusia Ave) with Atkins Engineering in the amount of $45,000.00**

EXPENDITURE REQUESTS:

23. **Request to approve the purchase of a 10'x20' Center Peak Buckle Tent for the Grayton Beach Tram Stop in the amount of $1,871.00 plus shipping**

24. Request to approve the purchase and installation of a 20'x37' sunshade for the Grayton Beach Tram Lot not to exceed $15,900.00

GRANT APPLICATIONS:

25. Request approval to apply for the BJA FY 20 Edward Byrne Memorial Justice Assistance Grant (JAG) Program and Authorize the Chairman to sign the grant application documents including the Local Solicitation Certifications and Assurances

LARRY D. JONES, COUNTY ADMINISTRATOR

ADMINISTRATION

Add #1 Request to approve and authorize the Chairman to sign a resolution in support of doing away with HB631 (move to under administration)

Motion by Commissioner Glidewell, second by Commissioner Anderson, to approve and authorize the Chairman to sign a resolution **(2021-24)** in support of doing away with HB631.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

26. COVID-19 Update

Ms. Holly Holt, Walton County Department of Health-Health Officer reported there have been a total of 6,699 total positives with a total of 74 deaths. There have been 511 positives from January 25, 2021 through February 8, 2021. There are currently 10 COVID patients hospitalized with one in ICU and none on ventilators.

Commissioner Anderson asked what the total number of individuals tested was. Ms. Holt said as of February 8th there have been 23,020 negatives (29,719 total tests). Commissioner Anderson asked if there have been any new directives from the CDC. Ms. Holt replied there have been none. She said that those who have received their second dose of the vaccine are still required to quarantine for 14 days if they encounter a COVID positive individual. She said some changes are being worked on. Chairman Nick asked if records were kept of who has received the vaccine. Ms. Holt discussed the Florida Shots Program which keeps records of all vaccinations. She reported that as of February 9, 2021 there have been 7,579 individuals given the first round of vaccinations and 1,042 of those individuals have completed the vaccines. She encouraged everyone to continue following the safety measures such as hand washing, wearing masks, and social distancing.

27. **Request for direction regarding County Property located at 1586 U.S. Highway 331 S (03-2N-19-18000-013-0000) (Old Farmer's Market Property)**

Mr. Larry Jones, County Administrator discussed the offer to purchase the former farmers' market lot next to Burger King in DeFuniak Springs, FL. He said if the board chooses to move forward, the action would be to surplus the property and accept sealed bids. The board then could accept or deny any of the bids. Commissioner Glidewell said the property was valuable and supported the bid process.

Motion by Commissioner Glidewell, second by Commissioner Barker, to surplus the property and take sealed bids on the county property located at 1586 U.S. Highway 331 S.

Commissioner Anderson spoke in support of the sealed bid process for that property.

4-1 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, and Commissioner Barker
Nays: Commissioner McCormick

PUBLIC WORKS

28. **Request approval to reject ITB 021-008 Construction for Douglass Crossroads/Knox Hill Road (SCOP) Improvements and approve to re-advertise for bid**

Mr. Jones reported only one bid was received and was higher than the estimated costs.

Motion by Commissioner McCormick, second by Commissioner Barker, to reject ITB 021-008 Construction for Douglass Crossroads/Knox Hill Road (SCOP) Improvements.

Mr. Jones asked the motion to be amended to allow staff to re-advertise the bid.

Motion by Commissioner McCormick, second by Commissioner Barker, to amend the motion to allow staff to re-advertise the bid.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

Mr. Alan Osborne submitted and discussed an attachment to the 1984 Settlement Agreement which discusses the environmental impact of the Sandestin project on the region. Attorney Sidney Noyes, County Attorney, informed Mr. Osborne that he could speak on an agenda item, but otherwise, he needed to present his item during public comment. After a brief discussion, Chairman Nick allowed Mr. Osborne to continue.

Mr. Osborne continued reviewing the agreement attachment and briefly reviewed the different sections that the county is required to address.

29. Request to approve and authorize the Chairman to sign a Request Letter and a Resolution approving the conveyance of real property at New Elba from the Florida Department of Transportation to Walton County

Mr. Jones said this was a parcel used by FDOT in a widening project years ago and have used what they have needed. FDOT wishes to convey the remainder of the property back to the county.

Motion by Commissioner Glidewell, second by Commissioner Barker, to approve and authorize the Chairman to sign a request letter and a resolution **(2021-23)** approving the conveyance of real property at New Elba from the Florida Department of Transportation to Walton County.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

JAY TUSA, TDC EXECUTIVE DIRECTOR

30. Request direction on staffing of Beach Ambassador Program

Mr. Tusa briefly reviewed how the expansion of the Managed Vendor Program will affect the Beach Ambassador Program and asked to add 10 additional part-time seasonal ambassadors at a cost up to $125,000.00.

Motion by Commissioner Anderson, second by Commissioner Glidewell, to approve the additional 10 seasonal part-time Beach Ambassador positions as requested.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

31. Request direction on Inlet Beach property located on the corner of U.S. Highway 98 E & S Orange St.

Mr. Tusa reported this area was identified in the Mobility Plan as an area with parking potential. He noted the parcel is 0.85 +/- acres with an asking price of $6.25 million. It is 350 feet from the regional beach access at Inlet Beach. Discussion was held regarding the high price on the small parcel. The board directed Mr. Tusa to contact the

owners to determine if the price could be negotiated. Mr. Tusa stated he would bring back the information.

SIDNEY NOYES, COUNTY ATTORNEY

32. **Request to approve and authorize the Chairman to sign Agreements to allow beach/dune restoration services on County property between Walton County, Dune Doctors LLC, and upland property owners for the following properties addresses on 30a: 2752, 2760, 2768, 2780, 2796, 2804, 2816, 2828, 2838, 2912.**

Attorney Noyes said these properties are in Seagrove. She reported past agreements with Dune Doctors have been executed for dune restoration albeit on a smaller scale such as the planting of sea oats, etc. The agreement is for the areas where the beach is dedicated to or owned by the county. Attorney Noyes stated Dune Doctor representatives were present to respond to any questions. This agreement would allow for restoration to areas impacted by Hurricane Sally and therefore would require heavy equipment on the beach. The Dune Doctor team wants to begin as soon as possible in order to be done before Spring Break. Attorney Noyes said that an addendum to the agreement from the beach front property owners was received this afternoon and was not included in the board packet. The addendum includes a request to add a disclaimer disputing the county's ownership or control over the beach. The board concurred not to include the addendum not drafted by county staff. Attorney Noyes said the agreement could be approved without the addendum.

Ms. Frederique Beroset, Dune Doctors, and Mr. Les Miller, Contractor, presented information on the restoration process to replace the sand which was lost during Hurricane Sally. Chairman Nick asked if a staging area would be available. Ms. Beroset said it would be located at 2752 C.R. 30A. Chairman Nick asked what the project's time frame would be. Mr. Miller said a start date has not been set because more owner signatures are needed.

Commissioner Glidewell asked who would be paying for the work. Mr. Miller replied the individuals would be.

Commissioner Barker asked where the sand would come from. Mr. Miller said the sand would be purchased from Couch and is currently being washed at a facility at the intersection of S.R. 77 and S.R. 20. Commissioner Barker asked what regulations had to be followed. Ms. Beroset replied all work is done through DEP. Due to the emergency order relating to Hurricane Sally DEP deferred the permitting to the counties. She said all DEP rules and regulations are followed.

Commissioner McCormick asked if all 10 of the properties are privately owned. Ms. Beroset confirmed they were. Attorney Noyes said a survey would be needed to determine the exact boundary lines, but the dune line is the approximate line of ownership. The sandy beach and a portion of the dune has been dedicated to the county. She said Dune Doctors will indemnify the county on the portion of the property owned by the county.

Commissioner Glidewell asked if the sand met the Land Development Code requirements. Mr. Miller said it will and that sand samples will be provided at the beginning of the project. Ms. Beroset said DEP must also approve the sand samples. A brief discussion was held on past restorations.

Commissioner Anderson asked if any damage occurred to the county property would the Dune Doctors be responsible for the repair. Ms. Beroset and Mr. Miller discussed what would be done to repair any damages incurred to the county property during the project. Commissioner Anderson clarified that the project would be done on private property and paid for by the private individuals. They are asking the county to permit the project and to get permission to use the county beach to connect to the project area.

Commissioner McCormick voiced concern with the sand quality and suggested a stipulation be added to the agreement that the sand must meet quality standards before the permit is issued. Attorney Noyes said that it is already a condition of the final order to get preapproval from Code Enforcement before placing any sand on the beach. Ms. Beroset stated DEP will mandate the sand to be removed if it is not the right color. The sand will be preapproved to prevent any mandates. She said the sand pit to be used has been previously approved by DEP.

Motion by Commissioner Anderson, second by Commissioner McCormick, to approve and authorize the Chairman to sign agreements to allow beach/dune restoration services on county property between Walton County, Dune Doctors LLC, and upland property owners for the following properties addresses on C.R. 30A: 2752, 2760, 2768, 2780, 2796, 2804, 2816, 2828, 2838, 2912 with the stipulations as discussed and without the addendum.

Mr. Jim Bagby speaking via Zoom noted the property lines do not go down to the dunes and asked if any of the sand would go on the flat part of the beach. Ms. Beroset stated the base of the dune was eroded by Hurricane Sally and that the sand would be placed at the erosion site. Mr. Bagby asked if any of the sand would be placed below the mean high-water line. Ms. Beroset said it would not. Mr. Bagby said the area was not private property and opposed private property owners paying for the restoration. Attorney Noyes stated a survey would be needed to determine the private property line. Commissioner Barker said that the individuals are trying to protect their property to prevent further erosion.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

33. Request Approval of Reciprocal Easement for Ingress and Egress with Trustmark Bank to construct parking and driveway improvements on County property south of the Freeport Planning Office.

Motion by Commissioner McCormick, second by Commissioner Glidewell, to approve a Reciprocal Easement for Ingress and Egress with Trustmark Bank to construct parking and driveway improvements on county property south of the Freeport Planning Office.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

34. Request to approve Legislative Finding for the use of TDT funds to purchase the Forman property

Attorney Noyes reported that the TDC Board had approved the purchase of the property with TDC funds.

Motion by Commissioner Glidewell, second by Commissioner McCormick, to adopt **Resolution 2021-21** approving Legislative Finding for the use of TDT funds to purchase the Forman property.

Mr. Bagby questioned who and when the legislative finding was requested. He also asked who had evaluated the property. Attorney Noyes said legislative findings are done with each property purchased with TDC funds and tied to an approved authorization expenditure under the TDC statute (F.S. 125). The board approved at the January 26, 2021 Regular Meeting to move forward with the purchase and to bring back a contract for consideration.

Mr. Osborne spoke in opposition to the purchase of the property using TDC funds. He felt TDC funds should be used to purchase beach front property instead.

Mr. Chance Powell, Public Works Traffic Engineer, discussed the proposed plans for the property which includes an event venue, wetland preservation, water quality treatment, and flood control. Discussion was held on other counties who have successfully implemented projects such as the one being proposed.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

35. Request to approve and authorize the Chairman to sign the purchase agreement for the Forman property

Motion by Commissioner Glidewell, second by Commissioner Anderson, to approve and authorize the Chairman to sign the purchase agreement for the Forman property.

Mr. Bagby questioned where the item was located on the last agenda. Attorney Noyes said it was an add-on item by Commissioner Glidewell. Mr. Bagby spoke in opposition to the lack of notification and to the use of TDC funds to purchase the property. He asked what the mitigation costs would be and who would be responsible for payment. Mr. Scott Caraway, Environmental Specialist, said the wetlands are mitigated through mitigation banks. He discussed how the areas would be evaluated and mitigated. He said the cost of the mitigation would not be available until a design has been made in order to determine the amount of impact. Commissioner Glidewell said a discussion with the Water Management District determined the event area would be the area to be mitigated. He said the restoration of wetlands on the property would not require mitigation. Mr. Caraway said the target areas for development are the non-wetland areas. He said the tourist area would be mitigated at full cost and the regional storm water facility would receive credits. Mr. Powell said preliminary space planning has been done and there is approximately 80-90 +/- acres on site. He proceeded to discuss the conceptual plan for parking, the Nellie Drive extension, event venue space, and storm water management facility. The conceptual plan has very minimal impact on the wetland area. Discussion ensued on the passive recreation, educational opportunities, and water quality testing that could be done on the property. Mr. Bagby continued discussing his concerns with the purchase of the property.

Mr. Osborne said if any board member took money from the Formans they should not vote on this issue. He suggested the purchase price should be lowered due to the work needed to restore the area. He voiced concern with the lack of input from the South Walton Mosquito Control District.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

PUBLIC HEARING

36. Request to approve and authorize the Chairman to sign a resolution to bring forward $2,000,000.00 from Preservation Fund reserves and to bring forward $6,900,000.00 from Tourist Development Fund reserves for the Forman Property land purchase

Motion by Commissioner Glidewell, second by Commissioner Barker, to open the Public Hearing.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

Attorney Noyes briefly discussed the request. She said public comment would be taken prior to the vote.

Mr. Bagby asked if the adjoining neighbors had been notified of the county's plans for this property and who would be responsible for the cost of mitigation. He said TDC and Bed Tax funds should not be used for mitigation. Attorney Noyes said notice is not required when property is being purchased and that the neighbors would be notified when the development plan is presented to the board for consideration. Commissioner Anderson said if the TDC purchases the property then they would be responsible for funding the mitigation as would the county if they purchase the property.

Ms. Barbara Morano voiced concern with the purchase of the property. She felt the county is rushing into the purchase.

Commissioner McCormick commented that the county would be the better stewards of the property considering the plans for restoration. He noted developers would want to put as much development as possible. He felt the county purchasing the property would be a positive step in protecting the wetlands and mosquito ditches.

Commissioner Glidewell said the county had been considering the purchase of this property before COVID-19 hit. He discussed the positive effect the county's plans for this property would have on the environment and tourism.

Commissioner Barker spoke on the importance of protecting the wetlands.

Mr. Osborne agreed developers would not take care of the property. He encouraged the board to take a stronger stand in insuring that all developers follow the county regulations outlined in the Land Development Code and Comprehensive Plan. He spoke on the length of time the storm water issues in Driftwood Estates have been an issue.

Motion by Commissioner Glidewell, second by Commissioner McCormick, to approve and authorize the Chairman to sign a resolution **(2021-22)** to bring forward $2,000,000.00 from Preservation Fund reserves and to bring forward $6,900,000.00 from Tourist Development Fund reserves for the Forman Property land purchase.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

Motion by Commissioner Glidewell, second by Commissioner Anderson, to close the Public Hearing.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

COMMISSIONER BOOTS MCCORMICK, DISTRICT ONE
Commissioner McCormick had no items to present.

COMMISSIONER DANNY GLIDEWELL, DISTRICT TWO

37. Merit Pay

Commissioner Glidewell requested Human Resources staff be authorized to develop a merit pay scale and bring it back to the board for review.

Mr. Nathan Kervin, Human Resources Director, discussed the process to change the pay plan to a merit based/step plan. Chairman Nick suggested Mr. Gary Mattison assist in the process. The board concurred.

38. Changes to the Walton County Personnel and Policy Plan

Commissioner Glidewell briefly discussed the updating of the county's Personnel and Policy Plan. A draft is nearly ready for review. He requested to authorize staff to bring the plans to the board for consideration. The board concurred. Chairman Nick recommended Mr. Mattison assist with this project as well.

COMMISSIONER TONY ANDERSON, DISTRICT FIVE
Commissioner Anderson's item was presented under Administration.

VICE- CHAIRMAN MICHAEL BARKER, DISTRICT THREE

39. Sidewalk Project

Commissioner Barker discussed the growth and safety issues on Walton Road and recommended a sidewalk system be installed for the safety of the children and community. He suggested a bike path also be considered. He said that discussions have been held with both Mayor Bob Campbell, City of DeFuniak Springs, and Mr. Russell Hughes, School Board Superintendent. Both gentlemen are supportive of the initiative. He requested to direct engineering staff to perform studies to determine what would be needed and the costs to complete the project. He recommended the project be completed in two phases: east portion and west portion. He suggested using the funds from a recent settlement to fund the project. Commissioner Anderson recommended the county seek the help from the City of DeFuniak and enter into an agreement. A brief discussion was held regarding the county ownership of Walton Road. Mr. Jones said the school board and city should be participants and that staff would draft the necessary documents.

Motion by Commissioner Barker, second by Commissioner Glidewell, to adopt a resolution **(2021-25)** to use settlement funds toward the installation of sidewalks on

Walton Road and authorize staff to move forward with the necessary studies and drafting the appropriate documents.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

Chairman Nick announced that sidewalk improvements were being done in the Forest Shore area.

Commissioner Barker requested to direct staff to proceed with a traffic study at the intersection of C.R. 1087 and S. R. 2 to determine what safety devices could best be used at that location. He spoke about the safety issues with that intersection. The board concurred.

CHAIRMAN TREY NICK, DISTRICT FOUR

Chairman Nick asked to direct staff to engage FDOT, Chelco, etc. to develop a cost estimate of this project and determine the reoccurring expenses related to the installation and maintenance of lighting on the U.S. Highway 331 Choctawhatchee Bay Bridge (Clyde B. Wells Bridge) and to bring their findings to the board for consideration. The board concurred.

OTHER PUBLIC COMMENTS

Mr. Osborne submitted two emails with his name mentioned. He voiced concern that the county was profiling individuals and that privileged information was being shared inappropriately.

Chairman Nick recognized Mr. Jeff Goldberg, EMS Director. Mr. Jones voiced his appreciation for Mr. Goldberg and the hard work he does for the county. Mr. Goldberg thanked the board and staff for all emails and text he received during his recent health issues.

The meeting recessed at 5:39 p.m. and reconvened at 6:00 p.m.

PLANNING AND DEVELOPMENT SERVICES

40. Request to reappoint Planning Commission's Michael Harbin - At large seat, and Tom Babcock - District 5 seat. Their new term expiration will be January 30, 2024.

Motion by Commissioner Glidewell, second by Commissioner Barker, to reappoint Planning Commission's Tom Babcock - District 5 seat with a new term expiration of January 30, 2024.

5-0 by the following votes:

Ayes: Commissioner Anderson, Commissioner Glidewell, Chairman Nick, Commissioner Barker, and Commissioner McCormick

PART 3

SUPPORTING DOCUMENTATION

a. Scope of Work

b. Cost Reimbursement Agreement

c. Project Certification

FDOT TRANSPORTATION ALTERNATIVES (TA) APPLICATION

PART 3-SUPPORTING DOCUMENTATION

PROJECT NAME: WALTON RD MULTI-USE PATH (US 331 TO 20TH STREET) CONSTRUCTION

APPLICANT: WALTON COUNTY BOARD OF COUNTY COMMISSIONERS

SCOPE OF WORK

Purpose and Need:

Walton County has previously identified pedestrian improvements for the Walton Rd area, to include 20th Street, due to the variety of uses within the vicinity that include multiple school campuses, a County park, a local church, several commercial establishments and numerous residential neighborhoods. Several years ago, in collaboration with the Walton County School Board, the County funded the design and construction of a multi-use path and sidewalk along Walton Rd from the intersection with 20th Street to SR 83. Additionally, the County obtained funding for the design of the remainder of Walton Rd (20th Street to US 331) and 20th Street (Walton Rd to US 90) as well as the construction of Phase 1 of 20th Street that included a sidewalk from the intersection with Walton Rd to the Emerald Coast Technical College. The County has actively been working on the interconnectivity of pedestrian facilities in this area to promote alternative transportation to schools and a large park facility on a well-traveled local roadway while also ensuring the safety of bicyclists and pedestrians.

Description of Existing Conditions:

Currently, the project area spans along Walton Rd from the intersection of 20th Street to US 331. The proposed eight (8) ft multi-use path is located within the southern right-of-way of Walton Rd. There are numerous existing residential developments located along Walton Rd and approved, but not yet constructed, developments located at the intersection of US 331 and Walton Rd that may utilize the pedestrian facility for access to the schools and/or park.

Description of Proposed Project:

The construction plans include an eight (8) ft multi use path within the southern right-of-way of Walton Rd that includes an approximate 100 ft retaining wall with aluminum railing and other associated work such as drainage improvements and striping. The project length is approximate 1.2 miles in length and would provide pedestrian facilities from US 331 to SR 83 upon completion.

INTENT TO ENTER INTO A COST REIMBURSEMENT AGREEMENT

The Applicant, Walton County, intends to enter into a cost reimbursement agreement for delivering this project. This is consistent with other grant funding source agreements in which the County has historically entered into with the Florida Department of Transportation.

FDOT TRANSPORTATION ALTERNATIVES (TA) APPLICATION
PART 3-PROJECT CERTIFICATION

Name of Project: Walton Rd Multi-Use Path (US 331 to 20th Street)

Your signature serves as certification of (1) intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility; (2) the information in this application is true and accurate; (3) compliance with all federal and state requirements, and (4) and you possess authorization to submit the proposal.

Name of Managing Entity:	Walton County Public Works
Name of Contact and Job Title:	Buddy Wright, Walton County Public Works Director
Address:	117 Montgomery Circle
Municipality, State, and Zip Code:	DeFuniak Springs, FL 32435
Contact Email:	buddy.wright@mywaltonfl.gov
Contact Telephone Number:	850-892-8108

Signature: Buddy Wright

Print Name: Buddy Wright
Title: Public Works Director
Date: 1-6-25

Name of Applicant Entity:	Walton County Engineering Department
Name of Contact and Job Title:	Anna Hudson, P.E.; Long Range Infrastructure Program Engineer
Address:	117 Montgomery Circle
Municipality, State, and Zip Code:	DeFuniak Springs, FL 32435
Contact Email:	anna.hudson@mywaltonfl.gov
Contact Telephone Number:	850-892-8108

Signature: Anna Hudson

Print Name: Anna Hudson, P.E.
Title: Long Range Infrastructure Program Engineer
Date: 1/6/25

PART 6

SUPPORTING DOCUMENTATION

a. Census Data

b. Transportation Management Area Map

An official website of the United States government Here's how you know

United States Census Bureau

QuickFacts

What's New & FAQs >

DeFuniak Springs city, Florida; Walton County, Florida; United States

QuickFacts provides statistics for all states and counties. Also for cities and towns with a *population of 5,000 or more*.

Enter state, county, city, town, or zip code -- Select a fact --

CLEAR TABLE MAP CHART MORE

Table

All Topics	DeFuniak Springs city, Florida	Walton County, Florida	United States
Population estimates, July 1, 2023, (V2023)	**6,764**	**86,354**	**334,914,895**
PEOPLE			
Population			
Population estimates, July 1, 2023, (V2023)	**6,764**	**86,354**	**334,914,895**
Population estimates base, April 1, 2020, (V2023)	5,920	75,307	331,464,948
Population, percent change - April 1, 2020 (estimates base) to July 1, 2023, (V2023)	14.3%	14.7%	1.0%
Population, Census, April 1, 2020	5,919	75,305	331,449,281
Population, Census, April 1, 2010	5,177	55,043	308,745,538
Age and Sex			
Persons under 5 years, percent	7.5%	5.4%	5.5%
Persons under 18 years, percent	24.9%	20.7%	21.7%
Persons 65 years and over, percent	16.0%	20.5%	17.7%
Female persons, percent	53.7%	49.5%	50.5%
Race and Hispanic Origin			
White alone, percent	66.2%	89.7%	75.3%
Black alone, percent (a) (a)	22.9%	5.1%	13.7%
American Indian and Alaska Native alone, percent (a) (a)	2.8%	0.9%	1.3%
Asian alone, percent (a) (a)	0.0%	1.4%	6.4%
Native Hawaiian and Other Pacific Islander alone, percent (a) (a)	0.0%	0.2%	0.3%
Two or More Races, percent	6.6%	2.8%	3.1%
Hispanic or Latino, percent (b) (b)	8.1%	8.5%	19.5%
White alone, not Hispanic or Latino, percent	63.0%	82.2%	58.4%
Population Characteristics			
Veterans, 2019-2023	512	6,626	16,569,149
Foreign-born persons, percent, 2019-2023	4.7%	8.1%	13.9%
Housing			
Housing Units, July 1, 2023, (V2023)	X	63,663	145,344,636
Owner-occupied housing unit rate, 2019-2023	67.0%	77.2%	65.0%
Median value of owner-occupied housing units, 2019-2023	$163,200	$376,400	$303,400
Median selected monthly owner costs - with a mortgage, 2019-2023	$1,366	$1,985	$1,902
Median selected monthly owner costs -without a mortage, 2019-2023	$501	$468	$612
Median gross rent, 2019-2023	$821	$1,674	$1,348
Building Permits, 2023	X	2,794	1,511,102
Families & Living Arrangements			
Households, 2019-2023	2,436	32,659	127,482,865
Persons per household, 2019-2023	2.49	2.39	2.54
Living in the same house 1 year ago, percent of persons age 1 year+, 2019-2023	82.8%	85.5%	87.3%
Language other than English spoken at home, percent of persons age 5 years+, 2019-2023	4.9%	8.7%	22.0%
Computer and Internet Use			
Households with a computer, percent, 2019-2023	94.3%	96.5%	94.8%
Households with a broadband Internet subscription, percent, 2019-2023	87.1%	90.4%	89.7%
Education			
High school graduate or higher, percent of persons age 25 years+, 2019-2023	82.0%	91.4%	89.4%
Bachelor's degree or higher, percent of persons age 25 years+, 2019-2023	16.5%	34.2%	35.0%
Health			
With a disability, under age 65 years, percent, 2019-2023	11.0%	10.7%	9.1%

Persons without health insurance, under age 65 years, percent	⚠ 29.2%	⚠ 13.8%	⚠ 9.5%
Economy			
In civilian labor force, total, percent of population age 16 years+, 2019-2023	60.0%	59.0%	63.0%
In civilian labor force, female, percent of population age 16 years+, 2019-2023	50.5%	52.7%	58.7%
Total accommodation and food services sales, 2017 ($1,000) (c)	26,251	526,690	938,237,077
Total health care and social assistance receipts/revenue, 2017 ($1,000) (c)	D	250,534	2,527,903,275
Total transportation and warehousing receipts/revenue, 2017 ($1,000) (c)	D	28,633	895,225,411
Total retail sales, 2017 ($1,000) (c)	255,594	1,122,081	4,949,601,481
Total retail sales per capita, 2017 (c)	$39,756	$16,475	$15,224
Transportation			
Mean travel time to work (minutes), workers age 16 years+, 2019-2023	27.5	29.0	26.6
Income & Poverty			
Median households income (in 2023 dollars), 2019-2023	$51,883	$79,281	$78,538
Per capita income in past 12 months (in 2023 dollars), 2019-2023	$25,761	$49,119	$43,289
Persons in poverty, percent	⚠ 19.4%	⚠ 11.1%	⚠ 11.1%
BUSINESSES			
Businesses			
Total employer establishments, 2022	X	3,199	8,298,562
Total employment, 2022	X	26,069	135,748,407
Total annual payroll, 2022 ($1,000)	X	1,262,738	8,965,035,263
Total employment, percent change, 2021-2022	X	9.1%	5.8%
Total nonemployer establishments, 2022	X	11,656	29,811,495
All employer firms, Reference year 2017	229	1,963	5,744,643
Men-owned employer firms, Reference year 2017	S	1,060	3,480,438
Women-owned employer firms, Reference year 2017	S	409	1,134,549
Minority-owned employer firms, Reference year 2017	S	109	1,014,958
Nonminority-owned employer firms, Reference year 2017	S	1,611	4,371,152
Veteran-owned employer firms, Reference year 2017	S	S	351,237
Nonveteran-owned employer firms, Reference year 2017	S	1,595	4,968,606
GEOGRAPHY			
Geography			
Population per square mile, 2020	424.3	72.5	93.8
Population per square mile, 2010	376.7	53.0	87.4
Land area in square miles, 2020	13.95	1,038.29	3,533,038.28
Land area in square miles, 2010	13.74	1,037.63	3,531,905.43
FIPS Code	1216800	12131	1

About datasets used in this table

Value Notes

⚠ Methodology differences may exist between data sources, and so estimates from different sources are not comparable.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info icon to the left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2023) refers to the final year of the series (2020 thru 2023). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2019-2023 ACS 5-year estimates to other ACS estimates. For more information, please visit the 2023 5-year ACS Comparison Guidance page.

Fact Notes

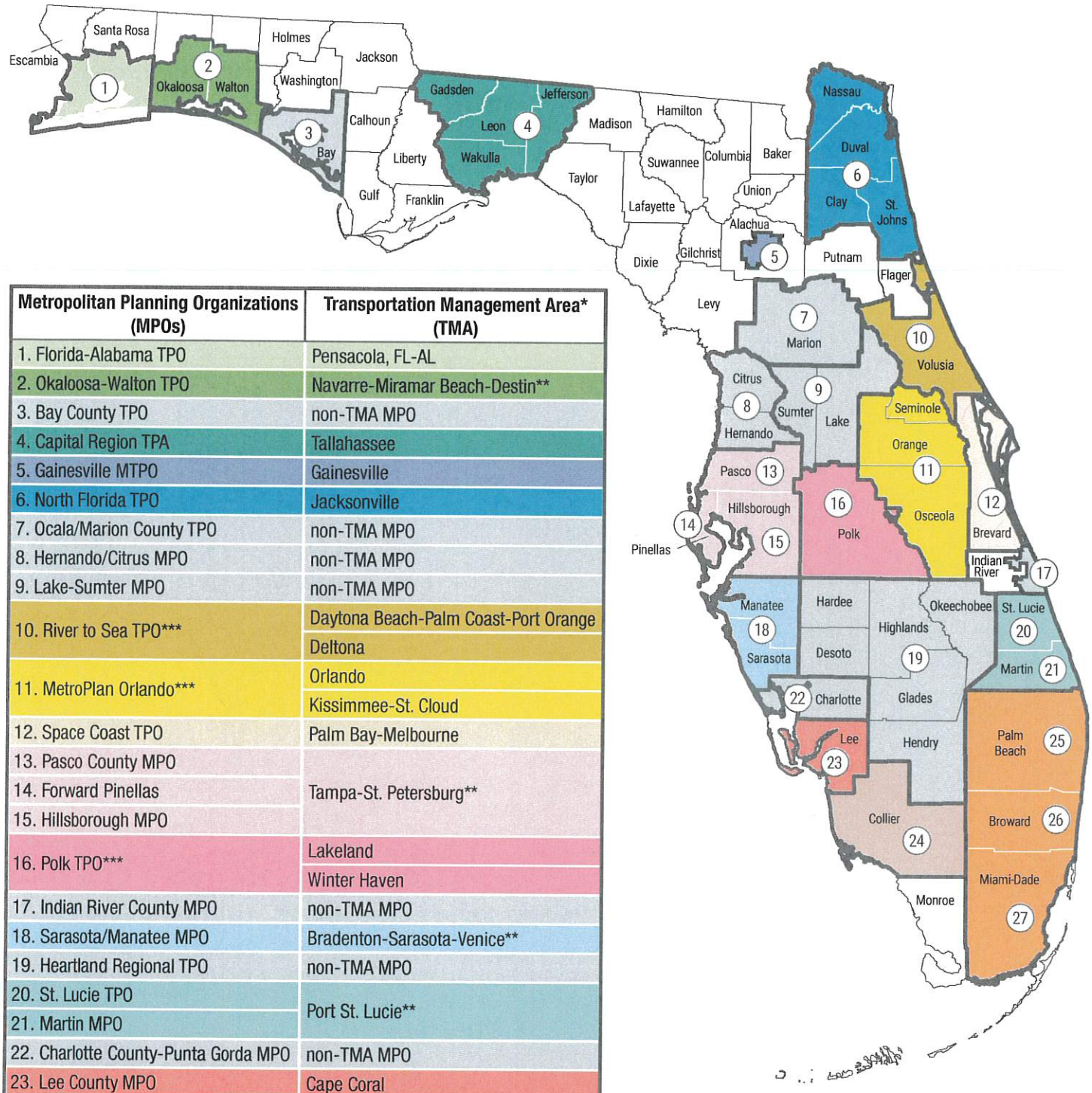
- **(a)** Includes persons reporting only one race
- **(b)** Hispanics may be of any race, so also are included in applicable race categories
- **(c)** Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

Value Flags

- **D** Suppressed to avoid disclosure of confidential information
- **F** Fewer than 25 firms
- **FN** Footnote on this item in place of data
- **NA** Not available
- **S** Suppressed; does not meet publication standards
- **X** Not applicable
- **Z** Value greater than zero but less than half unit of measure shown
- **-** Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper interval of an open ended distribution.
- **N** Data for this geographic area cannot be displayed because the number of sample cases is too small.

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

Florida MPO/TMA Areas



Metropolitan Planning Organizations (MPOs)	Transportation Management Area* (TMA)
1. Florida-Alabama TPO	Pensacola, FL-AL
2. Okaloosa-Walton TPO	Navarre-Miramar Beach-Destin**
3. Bay County TPO	non-TMA MPO
4. Capital Region TPA	Tallahassee
5. Gainesville MTPO	Gainesville
6. North Florida TPO	Jacksonville
7. Ocala/Marion County TPO	non-TMA MPO
8. Hernando/Citrus MPO	non-TMA MPO
9. Lake-Sumter MPO	non-TMA MPO
10. River to Sea TPO***	Daytona Beach-Palm Coast-Port Orange
	Deltona
11. MetroPlan Orlando***	Orlando
	Kissimmee-St. Cloud
12. Space Coast TPO	Palm Bay-Melbourne
13. Pasco County MPO	Tampa-St. Petersburg**
14. Forward Pinellas	
15. Hillsborough MPO	
16. Polk TPO***	Lakeland
	Winter Haven
17. Indian River County MPO	non-TMA MPO
18. Sarasota/Manatee MPO	Bradenton-Sarasota-Venice**
19. Heartland Regional TPO	non-TMA MPO
20. St. Lucie TPO	Port St. Lucie**
21. Martin MPO	
22. Charlotte County-Punta Gorda MPO	non-TMA MPO
23. Lee County MPO	Cape Coral
24. Collier MPO	Bonita Springs-Estero**
25. Palm Beach TPA	Miami-Ft. Lauderdale**
26. Broward MPO	
27. Miami-Dade TPO	

* Urban area population over 200,000

** Navarre-Miramar Beach-Destin, Tampa-St. Petersburg, Bradenton-Sarasota-Venice, Port St. Lucie, Bonita Springs-Estero, and Miami-Fort Lauderdale TMAs are within multiple MPOs.

*** River to Sea TPO, MetroPlan Orlando, and Polk TPO contain multiple TMAs

FDOT

August 2023

PART 7

SUPPORTING DOCUMENTATION

a. Resolution

b. Regularly Scheduled Meeting Agenda & Minutes

c. Letters of Support

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3
Donna Johns, District 4
Tony Anderson, District 5

P.O. Box 1355
DeFuniak Springs, FL 32435
Phone: (850) 892-8155
Fax: (850) 892-8454
www.co.walton.fl.us

RESOLUTION 2024- 606

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION CONSIDER THE WALTON ROAD MULTI-USE PATH FROM US 331 TO 20TH STREET AS A PRIORITY FOR TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM FUNDING.

WHEREAS, the Florida Department of Transportation (FDOT) administers federal funding known as the Transportation Alternatives Set-Aside Program on behalf of the United States Department of Transportation, Federal Highway Administration's Surface Transportation Block Grant in which a portion of those allocations are for transportation alternatives or enhancements; and

WHEREAS, FDOT is accepting funding applications for small-scale transportation projects for the Transportation Alternatives Set-Aside Program for inclusion in the Tentative Work Program development cycle through Fiscal Years 2026-2031; and

WHEREAS, to obtain a grant from the Transportation Alternatives Set-Aside Program, the County is supporting improvements within the Walton Road right-of-way to expand pedestrian facilities to enhance safety.

NOW THEREFORE BE IT RESOLVED by the Walton County Board of County Commissioners at its regular meeting held on November 26, 2024, the Board hereby endorses their commitment of infrastructure improvements for pedestrians and bicyclists as part of the Walton Road Multi-Use Path Project as a priority project for the County and should the County be awarded a Transportation Alternative Set-Aside grant for the construction phase, the County hereby endorses their commitment to the project's implementation, construction, maintenance and financing.

Approved and effective this 26th day of November, 2024.

Attest:

for Alex Alford, Clerk of Court and Comptroller

By: _____

Print Name: Anthony "Tony" Anderson

Chairman

Walton County Board of County Commissioners

Walton Road Multi-Use Path

	Date	Item	Description
1.	11/9/2022 3/16/2023	TAC	2023, 2025 Proposed Capital Projects, Multi Year Implementation; discussion; City of Paxton Complete Streets Plan
2.	11/28/2024	24-1574	Request approval to apply for the Transportation Alternative Grant for the construction of the Walton Road Multi Use Path from US Highway 331 to 20th Street project and approve and authorize the Chairman to sign a Resolution of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.

WALTON COUNTY, FLORIDA
Board of County Commissioners

Dan Curry, District 1
Danny Glidewell, District 2
Brad Drake, District 3
Donna Johns, District 4
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RESOLUTION 2024- 606

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Approved and effective this 26th day of November, 2024.

Attest:

Loretta A. Lair
for Alex Alford, Clerk of Court
and Comptroller

COUNTY COMMISSIONERS SEAL WALTON COUNTY FLORIDA

By: Tony Anderson

Print Name: Anthony "Tony" Anderson
Chairman
Walton County Board of County Commissioners

WALTON COUNTY, FLORIDA
Board of County Commissioners

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To Whom It May Concern:

At its regular meeting held on November 26, 2024, the Board of County Commissioners of Walton County authorized Anna Hudson, Long Range Infrastructure Program Engineer, to apply for and administer, execute any subsequent reports, forms, or documents required by the Transportation Alternative (TA) Grant program application, for the Walton Road Multi Use Path from US Highway 331 to 20th Street Project, on behalf of Walton County.

Should you have any questions, please let me know.

Sincerely,

Tony Anderson

Print Name: Anthony "Tony" Anderson
Chairman
Walton County Board of County Commissioners

CC: Stan Sunday, Walton County Administrator
Anna Hudson, P.E., Walton County Engineering
Cindy Selph, Walton County Grants Coordinator

1.

NOTICE of PUBLIC MEETING

Pursuant to section 286.011, F.S., notice is hereby given that the Transportation Advisory Committee will hold a meeting on Wednesday, November 9, 2022 beginning at 4:00 PM CST at the Paxton Town Hall located at 21872 U.S. Highway 331N, Laurel Hill, FL 32567. The advisory committee consists of representatives of the Walton County Board of Commissioners, City of DeFuniak Springs, City of Freeport and City of Paxton.
The proceedings of the meeting will correspond to the agenda for discussions of transportation projects.

Walton County adheres to the American with Disabilities Act and will make reasonable modifications for access to the meetings upon request. Please call (850) 892-8110 to make a request. For hearing impaired, please call 1-800-955-8771 (TDD), 1-800-955-8770 (VOICE). Requests must be received at least 48 hours in advance of the meeting to allow time to provide the requested services.

MINUTES

Transportation Advisory Committee

Wednesday, November 9, 2022, @ 4:00 PM

Paxton Town Hall

ATTENDANCE

PRESENT: Chairman Anthony Vallee City of DeFuniak Springs Councilman, Vice-Chairman Danny Glidewell County Commissioner, Tony Anderson County Commissioner, Donna Smith-City of Paxton Councilwoman, Ann Sexton-City of Paxton Mayor

ABSENT: Bud Day-City of Freeport Councilman

STAFF PRESENT: Matt Richardson-County Attorney's Office

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND INVOCATION

CALL TO ORDER

Chairman Vallee called the meeting to order.

OPENING COMMENTS

1. **Request to approve the Minutes of October 3, 2022, Regular Meeting**
   Motion by Vice-Chairman Glidewell, second by Commissioner Anderson to approve the Minutes of October 3, 2022, Regular Meeting.

   4-0 by following votes:
   Ayes: Chairman Vallee, Vice-Chairman Glidewell, Commissioner Anderson, Councilwoman Smith

2. **Discussion and ranking of the RRTP Projects for the November 14th Rural Regional Transportation Plan Meeting**

Ms. Anna Hudson, Walton County Public Works explained that the Rural Regional Transportation Program (RRTP) is through the Emerald Coast Regional Planning Council (ECRPC). The area includes boundaries outside of the TPO area for several neighboring counties, including Walton. She stated a RRTP meeting was held last week where an overall list of projects was provided. She explained that the list was divided into categories based on draft scoring criteria. Those categories are capacity, resurfacing, bridges, connectivity, safety, bike pedestrian and trail, park and ride lots, and other. She explained that many of the County's projects are in the non-ranked category of other and that category will not receive funding. She stated she has been working with Emerald Coast Regional Planning Council staff to get the projects into a ranked category. She stated the ECRPC will need a list of 6 projects ranked 1 to 6, with 1 being the highest priority. Emerald Coast Regional Planning Council will host workshops in the future to discuss Walton County's projects and surrounding counties projects list.

Chairman Vallee stated for clarification the RRTP plan has not been ranked in the past. He said this will serve as a model for the future. He said process is developing, and the committee can guide how things will move forward in our County, along with other communities.

Ms. Hudson stated this is a pilot program with information shifting regularly. Ms. Hudson then started going though the staff recommended priorities. Commissioner Glidewell asked why Rock Hill Road is on the list under the capacity category. He stated this is supposed to be for the rural areas. Ms. Hudson replied Rock Hill Road is in the rural area. She said an Arc GIS map is in the process of being developed with boundaries and projects to be listed on the map. Commissioner Glidewell asked if the reason for Rock Hill Road being the top ranked project is due to it receiving funding this year. Ms. Hudson replied that the County is anticipating receiving a funding agreement for that project and if the agreement is received, 1A would then be funded and 1B would be the priority ranked project for construction.

Commissioner Glidewell stated priority #2 is Sunrise Road. Ms. Hudson replied it is, this is staff's scoring recommendation to start discussion based on guidelines from the Emerald Coast Regional Planning Council. Chairman Vallee stated staff decided the recommended rankings based on numbers and scoring. He said the Transportation Advisory Committee determines the rankings based on need and public input.

Commissioner Glidewell stated the Walton County School Board has a lot of interest in County Highway 147 from US Highway 331 to State Highway 85 and the project is not ranked in the capacity category. Ms. Hudson stated based on the draft scoring criteria it did not rank and if the committee desires, it can be ranked higher. Chairman Vallee stated it can be ranked ahead of another project or it can be placed at the end as project priority #7. He said if a project gets pushed then it will be on the list. Ms. Hudson said she recalls intersection improvements were very important for the City of Paxton. She

said in the safety category the County Highway 147 and US Highway 331 intersection is ranked as priority #2 based on data pulled for fatalities and crashes. She stated in this category State Road 20 and US Highway 81 intersection is ranked as priority #1 due to fatalities and crashes being very high. Commissioner Glidewell asked if the intersection of State Road 20 and US Highway 81 is in the TPO boundary. Ms. Hudson stated North of State Highway 20 is within the rural area limit.

Chairman Vallee asked how much of the US Highway 331 and County Road 147 project applies to the intersection looking at the safety category. Ms. Hudson replied it would only be the intersection. Chairman Vallee asked if the intersection project was moved up and the project in the capacity category ranked it could create more attention for the project. Ms. Hudson said it could be done that way then all the project categories would be looked at separately. Mayor Ann Sexton stated the intersection of US Highway 331 and County Highway 147 is a top priority to the City of Paxton because of proximity to the school and the EMS station. Councilwoman Smith talked about EMS having trouble getting onto US Highway 331 for emergencies.

Commissioner Glidewell stated the Paxton by-pass is ranked priority #3. He asked Mayor Sexton and Councilwoman Smith if they would like to move the US Highway 331 and County Highway 147 project up the list. Mrs. Smith replied they would like to move this project up on the ranking list. Chairman Vallee suggested ranking US Highway 331 and County Highway 147 at priority #3 and adding Paxton bike path as priority #7.

Commissioner Anderson asked if there is a way to get a lighted intersection at US Highway 331 and County Highway 147. Mayor Sexton replied in the past the city had been told criteria was not met for a traffic light. She stated they have recently been told it could be possible for a caution light due to EMS only having access off County Highway 147. Commissioner Glidewell asked for a warrant analysis of the intersection. Chance Powell with Public Works replied to his knowledge a study is underway currently or one has already been done. Ms. Hudson requested clarification of moving US Highway 331 and County Highway 147 intersection to priority #1 in the safety category on the list.

Commissioner Glidewell asked if any funding sources have been identified. Ms. Hudson replied that no funding sources have been identified at this time. Mr. Powell stated the location of the fire station is not included in the RRTP draft scoring criteria. Councilwoman Smith said the intersection of US Highway 331 and County Highway 147 is a top priority project due to the location of the EMS station. Mr. Powell explained that the intersection may not meet warrant for a signalized intersection but may warrant an emergency signal. Chairman Vallee clarified priorities #1 and #2 would be swapped in the safety category. Ms. Hudson stated the draft project ranking criteria for the safety category is currently crash data and fatalities. She stated staff would recommend the Committee make a motion to modify the RRTP draft scoring criteria to include proximity to schools and fire and rescue stations and for points to be considered when ranking

projects. Chairman Vallee stated for clarification it would be staff's recommendation to the ECRPC staff and ECRC to add scoring criteria for proximity to schools and emergency services in the safety category. He questioned if a motion would be needed. Attorney Matt Richardson said a motion could be made or the committee could direct staff. Chairman Vallee asked for a motion for recommendation to add scoring criteria to the draft criteria list and be requested at the next ECRC meeting.

Motion by Commissioner Glidewell, second by Councilwoman Smith to recommend to the ECRPC and ECRC to add scoring criteria for proximity to schools and emergency services in the safety category.

4-0 by following votes:
Ayes: Chairman Vallee, Vice-Chairman Vallee, Commissioner Anderson, Councilwoman Smith

Chairman Vallee asked for other recommendations in the safety category. There were none. Commissioner Glidewell asked if a motion was needed to approve the safety category list with changes. Chairman Vallee stated a motion would be made to approve all the priorities of all categories once changes were made.

Chairman Vallee requested changes to the capacity category. He said a swap was made and the Paxton by-pass is now priority #7. Commissioner Glidewell asked if County Highway 1883 and State Highway 83 project had already been funded. Ms. Hudson stated Public Works is awaiting an agreement from FDOT.

Chairman Vallee asked for changes to the resurfacing category stating priority #1 is County Road 181 E from State Highway 83 to State Highway 2E. Ms. Hudson stated Public Works has submitted an application for the Small County Outreach Program (SCOP) and the Small County Road Assistance Program (SCRAP) grants in hope to receive funding for County Road 181 E from State Highway 83 to State Highway 2E. She stated Perkins Road would need resurfacing soon per conversations with Mr. Buddy Wright with Public Works. Additionally, Ms. Hudson stated that Nance Road is funded in the current budget to be resurfaced in the upcoming year. Chairman Vallee asked if the priorities are based on in house evaluation of projects based on Public Work's capital improvement plan or resurfacing schedule. Ms. Hudson stated project priorities is based on RRTP criteria and priorities set in-house. Chairman Vallee requested if there are any changes or modifications to the list. Commissioner Glidewell questioned the condition rating 0. Ms. Hudson stated that condition rating was not set by the County but was provided by the City of Paxton with 0 rated as the worst. Commissioner Glidewell agreed Cannon Drive is the worst. Chairman Vallee asked for any changes to the resurfacing list. There were none.

Chairman Vallee asked about the bridge list. Ms. Hudson stated the bridges have been identified just outside the RRTP area by ECRPC staff but will remain on the list due to there being a connection between the RRTP and TPO area. The priorities on this list were based on bridge reports and need based on the bridge reports. Commissioner Glidewell asked about the status of bridges on Hub Presley and Cook Road. He said they are FDOT projects located on County roads. Ms. Hudson stated they are in FDOT's 5-year plan. Chairman Vallee asked if there were any changes. There were none.

Chairman Vallee moved on to the list of Pedestrian Trails and Bike Paths. He stated a bike pedestrian study is currently being done by the TPO. He asked if it included the area which is part of the RRTP. Ms. Hudson replied that she was not sure if the area was included in the TPO study. Chairman Vallee stated he would like for it to be included if possible. Ms. Hudson indicated she would reach out to the ECRPC staff and make that request. Commissioner Anderson asked staff if any project including a complete street will be funded. Ms. Hudson stated it would not be in a separate category for complete streets. It is considered other and not ranked. Commissioner Anderson stated he wanted to be sure the County did not miss any funding for projects if a project on the draft list is listed as a complete street project. Ms. Hudson stated the projects on the draft criteria project list are listed as a complete street element.

Commissioner Glidewell asked if State Highway 83 to County Highway 185 was in the 5-year plan. Ms. Hudson replied that State Highway 83 to County Highway 185 was included in the 5-year plan. Chairman Vallee stated in reference to this category they are looking at bike and pedestrian components. Commissioner Glidewell said he wanted to be sure the County is not missing out on receiving any funding if a project is listed as a complete street. Ms. Hudson stated staff's approach was taken to break up the projects identified as complete street or other into several categories to ensure everything was included in a category that could be funded. Commissioner Glidewell said he appreciated the Lake Jackson area being on the list and its ranking. Chairman Vallee asked if everyone agreed with the category rankings. All members stated they agreed with the rankings.

Chairman Vallee discussed the Park and Ride lots. Ms. Hudson stated these were part of the 2020 ECRC Rural Plan and recommended to rank US Highway 331 and Kings Lake Road higher since it is located in the rural area with State Highway 83 and Sunrise Road being just outside of the rural area. Chairman Vallee recommended ranking priority #1 as the park and ride lot at US Highway 331 and Kings Lake Road, and the park and ride lot at State Highway 83 and Sunrise Road as priority #2. Commissioner Glidewell questioned if both projects would require right of way acquisition. Ms. Hudson replied that both projects would require right-of-way acquisition, stating she was not aware of any current parcels. Chairman Vallee asked for a motion to accept the list as modified.

Motion by Commissioner Glidewell, second by Commissioner Anderson to accept the list as modified. Safety category-ranking US Highway 331 & County Highway 147 intersection as priority #1, State Road 20 & US Highway 81 as priority #2; Capacity category-ranking County Highway 147 as priority #3, adding Paxton Bike Path as priority #7; Park and Ride Lots-ranking US Highway 331 near Kings Lake Road as priority #1, State Highway 83 near Sunrise Road as priority #2.

4-0 by following votes:
Ayes: Chairman Vallee, Commissioner Glidewell, Commissioner Anderson, Councilwoman Smith

Chairman Vallee discussed the draft scoring criteria and recommended projects that are included in an overall mobility plan by a County or City receive higher scoring when ranking the project. He recommended Board Members make the recommendation to the ECRC at the next meeting. Commissioner Glidewell asked if all the projects listed in the RRTP including non-ranked projects are listed in the mobility plan. Ms. Hudson stated the projects are included in the County's adopted Long Range Transportation Plan. Mr. Powell asked if the Mobility Plan and Long Range Transportation Plan should be included when ranking the projects. Chairman Vallee stated yes, they both have different criteria and should be included when ranking projects. He stated the County receives credit for being a part of the county wide Mobility Plan. Ms. Hudson stated a discussion was held with Mrs. Kristen Shell from the Walton County Planning Department and it was determined the at the request of the TAC Board Members the Long Range Transportation Plan was adopted, the Mobility Plan was not due to it having fees. Chairman Vallee asked if they were currently referencing the TPO Long Range Transportation Plan. Mr. Powell stated the County adopted Long Range Transportation Plan is what is being referred to. Chairman Vallee asked for a motion.

Motion by Commissioner Glidewell, Second by Councilwoman Smith for projects included in the overall Mobility Plan and County adopted Long Range Transportation Plan receive higher scoring when ranking.

4-0 by following votes:

Ayes: Chairman Vallee, Commissioner Glidewell, Commissioner Anderson, Councilwoman Smith

Chairman Vallee asked if including a multi-modal component would be favorable when ranking the projects. He stated that component helped with receiving higher rankings for projects at the TPO. He said it would not benefit the rural area, but it does help within the city. Chairman Vallee recommended language be included consistent with the TPO process, including scoring benefits for multi-modal projects. Chairman Vallee asked for a motion.

Motion by Commissioner Glidewell, second by Commissioner Anderson to include language consistent with the TPO process, including scoring benefits for multi-modal projects.

4-0 by following votes:
Ayes: Chairman Vallee, Commissioner Glidewell, Commissioner Anderson, Councilwoman Smith

Public Comment:

David Herring talked about Perkins Road. He wanted to make sure staff was aware that Perkins Road was paved previously with FEMA money.

Mr. McRae questioned if there was any coordination with Okaloosa County regarding State Highway 85. He said that there are 13 crosses on State Highway 85 between Walton and Okaloosa County. Chairman Vallee replied there is coordination with surrounding counties. He stated staff looks at fatalities for safety and those projects receive higher scoring. Commissioner Glidewell stated Harrison Curve was a bad area.

ADJOURN

Chairman Councilman Vallee adjourned the meeting at 4:41 pm.

NOTICE of PUBLIC MEETING

Pursuant to section 286.011, F.S., notice is hereby given that the Transportation Advisory Committee will hold a meeting on Monday, March 6, 2023 beginning at 1:00 PM CST at the Walton County Courthouse located at 571 US Highway 90 East, DeFuniak Springs, Florida. The advisory committee consists of representatives of the Walton County Board of Commissioners, City of DeFuniak Springs, City of Freeport and City of Paxton.

The proceedings of the meeting will correspond to the agenda for discussions of transportation projects.

Walton County adheres to the American with Disabilities Act and will make reasonable modifications for access to the meetings upon request. Please call (850) 892-8110 to make a request. For hearing impaired, please call 1-800-955-8771 (TDD), 1-800-955-8770 (VOICE). Requests must be received at least 48 hours in advance of the meeting to allow time to provide the requested services.

6145Z 2-22;3-1

Walton County

Transportation Advisory Committee Meeting
Meeting Agenda - Final

Monday, March 6, 2023	1:00 PM	DeFuniak Springs Board Room

COMMITTEE MEMBER ATTENDANCE

OPENING COMMENTS

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

RECOGNITION OF GUESTS

CALL TO ORDER

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION

APPROVAL OF CONSENT AGENDA

1. Item 1 — Request to approve the Minutes of November 9, 2022 Regular Meeting

REGULAR AGENDA

2. Item 2 — Discussion of Project Rankings for Year One of the previously Approved Draft Multi-Year Implementation Plan
3. Discussion of Interlocal or Other Legal Agreement between the County and Cities regarding Transportation Impacts from Developments
4. Item 4 — 2023 Meeting Schedule
5. Amtrak Update, Chairman Tony Vallee
6. Rail Discussion, Chairman Tony Vallee

PUBLIC COMMENTS

Please limit comments to three minutes or less

ADJOURN

Walton County

Transportation Advisory Committee
Meeting Minutes

Monday, March 6, 2023	1:00 PM	DeFuniak Springs Board Room

The Transportation Advisory Committee, Walton County, Florida met on Monday, March 16, 2023, at 1:00 PM at the DeFuniak Springs Board Room in DeFuniak Springs, Florida.

ATTENDANCE
The following members were present: Anthony Vallee-DeFuniak Springs City Council, Tracey Dickey-City of Freeport, Commissioner Danny Glidewell, Commissioner Tony Anderson, Kim Kirby-Walton County School Board, Ryan Crawford-South Walton Fire District, John Dunham-Liberty Fire District.

STAFF PRESENT
Matt Richardson, County Attorney's Office

PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

OPENING COMMENTS

Chairman Vallee invited new Councilmembers to introduce themselves.

CALL TO ORDER

Chairman Vallee called the meeting to order.

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

Chairman Vallee asked for approval of Agenda with any additions or deletions.

Motion by Vice-Chairman Commissioner Glidewell, second by Councilman Commissioner Anderson.

7-0 by the following votes:

> Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION

APPROVAL OF CONSENT AGENDA

Chairman Vallee asked if there were any items to add or remove from the Consent Agenda. Seeing none he asked for a Motion to Approve.

Motion by Councilman Commissioner Anderson, second by Vice-Chairman Commissioner Danny Glidewell.

7-0 by the following votes:

> Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

March 6, 2023
Prepared by: Chaela Floyd

1. **Request to approve the Minutes of November 9, 2022 Regular Meeting**

REGULAR AGENDA

2. **Discussion of Project Rankings for Year One of the previously Approved Draft Multi-Year Implementation Plan**

Chairman Vallee stated Walton County Public Works would be assisting with this topic on the first attached page. Chairman Vallee stated his understanding of the list was year-one "shovel-ready" projects including opportunities for matching funds. He elaborated that the committee has a limited pool of funds available after this and matching funds on larger projects is a way to extend funds. The downside being that is still in process, so they take longer to see but this is a way to multiply the money. Chairman Vallee then invited Anna Hudson to elaborate.

Anna Hudson from Walton County Public Works indicated that Public Works has been asked to look at the Year One of the previously Approved Draft Multi-Year Implementation Plan. Green items are projects identified on year one that the county has already funded. The orange color is what the county considers the priority – "shovel-ready" with permits pending. She encouraged that the sheet be used as a tool for funding.

Vice-Chair Commissioner Glidewell stated that he thought the County Road 147 and 331 intersection regarding the school in Paxton for intersection improvements was supposed to be on the list but did not see it.

Anna Hudson responded that on the RRTP (Regional Rural Transportation Plan) it was moved up for that project but this is just the Multi-Year Implementation Plan. That is currently on year 2025 which is year 3 item number 29.

Vice-Chair Commissioner Glidewell recommended this item be moved to this year.

Chairman Vallee asked Anna Hudson for a number on the above topic as well.

Chairman Vallee expanded that project is in Paxton is both a safety and school and fire related project. The Committee would like to move this project up due to the fact it is covering a lot of entities in the county so this one urgently needed.

Anna Hudson stated looking at the spreadsheet it is on year one for design and clarified that year 2025 is for construction. Project ID Number 21 was erroneously omitted from year 1 draft spreadsheet and that will be corrected.

Chairman Vallee asked the Committee to review the plan and asked about any items that need to be emphasized in priority at which point no further comments were made.

Chairman Vallee provided an update on the City of DeFuniak Springs receiving award for the Reconnecting Communities Application in the amount of $740,000 with a match of $210,000. The intention is to create safe pedestrian crossings.

Anna Hudson confirmed the CR 147 Improvement Project is the only one erroneously omitted from the Committee's spreadsheet is Project #21 as it references the original project number – not the ranking.

Vice-Chair Commissioner Glidewell recommended ranking the project at number 11.

Anna Hudson advised that would shift projects 12-18 down.

Motion by Vice-Chair Commissioner Glidewell to insert the CR 147 Improvements at Paxton to number 11 on the ranking, Councilman Commissioner Anderson seconded.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

Chairman Vallee requested a motion to accept the list for recommendation.

Motion by Vice-Chairman Commissioner Glidewell, second by Councilman Commissioner Anderson.

Public Comment:

Celeste Cobena addressed the Committee regarding Item 14 the South Walton North/South Connector and the discrepancy between the amount stated on the list and the amount provided by Atkins.

Chance Powell with Walton County Public Works stated that staff came up with this number in May before information was received from Atkins.

Celeste Cobena asked how acreage cost was based.

Change Powell responded that there was a similar estimate at Eden state park. Those values in the benefit analysis were much less than market value.

Celeste Cobena requested this item be removed from the list and commented this will never be approved by the ARC Council.

Comments closed.

Chairman Vallee called for a vote on the motion.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

3. **Discussion of Interlocal or Other Legal Agreement between the County and Cities regarding Transportation Impacts from Developments**

Chairman Vallee asked Anna Hudson and Chance Powell to begin the conversation.

Anna Hudson discussed, that it has recently came up at a Board of County Commissioners meeting, Walton County Public Works is involved in reviews and has identified items which require a legal mechanism regarding various items requiring coordination between cities and Walton County. An update was provided regarding the Right of Way Use policy revisions requested by the Board of County Commissioners. As part of that, staff has researched the development of a Driveway Connection Permit for single family residential and possibly commercial developments along county maintained roadways.

Anna Hudson requested the assistance of this committee with regard to this topic.

Chairman Vallee asked if the intention was to open a dialogue which should include the traffic study.

Chance Powell stated there was a good working relationship with the cities and this request may assist Walton County from a different level than they currently have and provide support to Public Works.

Anna Hudson clarified this falls into a category where we have county roads in city limits and that a determination of coordination would be a proactive measure.

Chairman Vallee stated several issues exist regarding municipalities and data exchange and that it is possible bring the Fire and Police Departments into an earlier conversation. He proposed that the Traffic Advisory Committee go back to respective boards for a technical workshop to include Walton County Public Works and cities.

Vice-Chair Commissioner Glidewell commented on the accelerated speed at which development is occurring for Walton County as a whole. He stated the Board of County Commissioners' position was to bring back a solution to allow the county to have input on the impact on county roads.

Councilman Commissioner Anderson agreed with Vice-Chair Commissioner Glidewell and stated a workshop between county and city representatives needs to take place.

Chairman Vallee consulted Matt Richardson as to the best way to structure such a meeting.

Matt Richardson stated his office has a good working relationship with the cities. This proposal would assist his office in these endeavors. Their office needs direction on the interlocals.

Vice-Chair Commissioner Glidewell proposed the proper thing would be to ask respective cities to allow their planning staff to meet with Walton County Public Works, county planning staff and our legal staff to produce an interlocal to implement these then bring back to respective for approval.

Motion made by Vice-Chair Commissioner Glidewell for the respective planning staffs and the public works traffic engineers to have a workshop to meet with legal and provide a draft. Second by Councilman Commissioner Anderson.

Public Comment:

Robert Nelson encouraged prioritization of this topic. As an example, the traffic concurrency report identified a $163,000 deficiency at Harbeson Field which the planning director said those funds could not be used within the city limits due to lack of interlocal agreement.

Councilman Commissioner Anderson agreed with Mr. Nelson's comments and concerns.

Robert Nelson stated his surprise to find no data sharing is going on which causes difficulties in development and traffic.

Vice-Chair Commissioner Glidewell agreed it would be ridiculous to collect money for Walton Road and not spend it there.

Councilwoman Kirby commented within next two years the Walton County School Board will be building Administrative Offices off Walton Road. This will also impact the traffic, so planning is necessary.

Latilida Hughes-Neel, Planning Director for the City of Freeport, stated she enjoys the close, good, communicative relationship with Anna Hudson and Chance Powell. The City of Freeport is very much in favor of the county coming up with right of way connection criteria which includes an application process. On the subject of interlocal agreements and transportation fees she agrees that needs to happen. However, told by Clay Adkinson, who is also legal representative for Freeport, Paxton, and DeFuniak Springs, that before we can implement any interlocal agreement or come up with traffic fees – a traffic study must be done. She stated this is a huge

project and encouraged the Board of County Commissioners and this committee to get this study soon. She recommended that due to the expense, that focus should be to phase it on the areas with most issues. She suggested Freeport first because it's central and encouraged the county and this committee to come up with the criteria as soon as possible because they cannot operate without it.

Chairman Vallee opened any additional public comment, modifications, or motions. Seeing none, he brought forward the current motion for respective planning staffs and the public works traffic engineers to have a workshop to meet with legal and provide a draft.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

Vice-Chair Commissioner Glidewell suggested another motion to ask Board of County Commissioners to proceed with a traffic study.

Motion made by Councilman Dickey to proceed with traffic study. Seconded by Councilman Ryan Crawford.

Chairman Vallee opened for any additional comment or discussion.

Public Comment:

Barbara Morano questioned if the proposed traffic study is different than the mobility study.

Chairman Vallee responded to the connection of the traffic study to the mobility study.

Barbara Morano had a concern of the cost of a traffic study and suggested looking at current mobility study and with a possibility of breaking down the data.

Chairman Vallee opened any additional comment or discussion. Seeing none, he brought forward the current motion to proceed with traffic study.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

4. **2023 Meeting Schedule**
Motion by Vice-Chair Commissioner Glidewell to approve the 2023 Meeting Schedule. Second by Councilman Commissioner Anderson.

7-0 by the following votes:

Ayes: Chairman Anthony Vallee, Councilman Tracey Dickey, Vice-Chairman Commissioner Danny Glidewell, Councilman Commissioner Tony Anderson, Councilwoman Kim Kirby, Councilman Ryan Crawford, and Councilman John Dunham.

5. **Amtrak Update, Chairman Tony Vallee**
Chairman Vallee shared recent news about Amtrack. Pensacola has now been willing to take up that role thanks to Mayor Reeves and due to his work, we have the most progress in 15 years.

6. **Rail Discussion, Chairman Tony Vallee**

March 6, 2023
Prepared by: Chaela Floyd

Chairman Vallee discussed the funding from the Jobs Act passed for Florida alone identifies 16 billion in competitive grants for development programs. A recent resolution from the City of DeFuniak Springs and the Board of County Commissioners was passed for Pensacola to pursue this. He stated if we those funds are received, it's federal money back to Florida to study this corridor and can answer various questions: Is it viable, possible and what does it mean and what is the impact to the community? That money is the first step in getting us back on the map. According to Amtrack we haven't been on the map in years, though now we're currently a small portion on the map across the northern panhandle of Florida. The conversation has allowed for approval of an economic impact study. The rail was sold from CSX and the new operator sees the benefit.

Chairman Vallee stated that we have a historic line that is ready to be established so the City of DeFuniak is pursuing it. It will be the only stop in Walton County. There is an opportunity to provide access to our citizens by having an occasional stop. It also opens a broad market and provides traffic relief by bringing visitor traffic to DeFuniak by rail instead of car. As it relates to rankings, the only way this will work is to work together and to push forward on projects. He stated that while it is okay to adjust annually, TPO (Transportation Planning Organization) needs consistency.

Vice-Chair Commissioner Glidewell added the need to involve the TDC (Tourist Development Council) in this effort from the start.

Chairman Vallee agreed on involving the TDC and the necessity of tourism and local data.

Vice-Chair Commissioner Glidewell suggested asking TDC for study.

Chairman Vallee that would be appropriate use of TDC funds considering the funds brought in by tourism.

Chairman Vallee opened any additional comment or discussion.

Barbara Morano spoke regarding an alliance for providing data on economic impact.

Chairman Vallee stated he has been provided with preliminary economic data and he will be submitting needs for additional data available.

Barbara Morano commented on the budget and suggested some information can come from the alliance which may be more expedient and a non-issue of funds.

Vice-Chair Commissioner Glidewell stated that this is not a north Walton tourism issue as the stops would be for the beach rendering it a county wide discussion.

Chairman Vallee commented on the numbers of south Walton visitors being something that may reflect the tourists to the area.

PUBLIC COMMENTS

ADJOURN
Chairman Vallee adjourned the meeting at 1:51 PM.

March 6, 2023
Prepared by: Chaela Floyd

2.

Agenda Item #20.

Walton County
Board of County Commissioners
AGENDA ITEM REPORT

24-1574

Meeting: Board of County Commissioners - Nov 26 2024
Department: Engineering
Submitted by: Chaela Floyd
Staff Contact: Anna Hudson, Staff Engineer

Approved as to Legal Form: Yes **Reviewed by Finance:** N/A

☒ **Consent Agenda** ☐ **Regular Agenda** ☐ **Public Hearing**

TITLE/REQUESTED ACTION:

Request approval to apply for the Transportation Alternative Grant for the construction of the Walton Road Multi Use Path from US Highway 331 to 20th Street project and approve and authorize the Chairman to sign a Resolution of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant

PURPOSE / SUMMARY EXPLANATION OR HISTORY:

REQUEST: Staff recommends the submission of the Walton Road Multi-Use Path from US Highway 331 to 20th Street for construction funding as design has recently been completed. This project will tie-in to an existing pedestrian facility located along Walton Road at the 20th Street intersection that connects several schools and terminates at State Road 83. Additionally, the pedestrian facility along 20th Street, from the intersection of Walton Road to the Technical College is anticipated to be under construction in the near future. This project is located within the Okaloosa- Walton TPO boundaries.

The Walton Road Multi-Use Path from US Highway 331 to 20th Street project will provide an 8 ft multi-use path along the south side of Walton Road from the intersection of US Highway 331 to the 20th Street Intersection. It is part of a multi-phase project to provide pedestrian facilities to several school facilities and a County park located along Walton Road and 20th Street.
The Transportation Alternatives (TA) Set-Aside program provides funding for programs and projects defined as: On-and-off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, community improvement activities, environmental mitigation and projects for planning, designating or constructing boulevards and other roadways largely in the right-of-way of formerly divided highways.

Currently, the Florida Department of Transportation (FDOT) is accepting applications for projects located within the Okaloosa-Walton Transportation Planning Organization (O-W TPO) boundaries and the Emerald Coast Regional Council (ECRC) Regional Rural Transportation Plan (RRTP) boundaries.

FDOT District 3 Transportation Alternatives (TA) Set Aside applications are due January 17, 2025.

ATTACHMENTS:

WALTON RD MULTIUSE PATH LOCATION MAP
Resolution TA Walton Rd
Letter of Authorization - 331 to 20th TA

MINUTES
Board of County Commissioners
Tuesday, November 26, 2024, @ 9:00 AM
South Walton Annex Board Room
Regular Meeting

COMMISSIONER ATTENDANCE

PRESENT: Chair Tony Anderson, Vice Chair Donna Johns, Commissioner Brad Drake, Commissioner Dan Curry, and Commissioner Danny Glidewell

STAFF PRESENT: Assistant County Attorney Matthew Richardson, County Administrator Stan Sunday, and Chief Financial Officer Melissa Thomason

OPENING COMMENTS

INVOCATION AND PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

RECOGNITION OF GUESTS
Chair Anderson recognized Argyle Fire District Commissioner Jeff Talbert.

CALL TO ORDER
Chair Anderson called the meeting to order at 9:03 a.m.

CONSIDER ADDITIONS/DELETIONS

Additions:

Interim County Attorney, Clay Adkinson

Add #1 - (24-1634) Request approval to schedule and advertise a special meeting for an Executive Session regarding Parked Properties, GA, LLC vs Walton County, Department of Code Compliance, Case Number 21CA438

Vice-Chair Donna Johns

Add #2 - (24-1633) Request to readdress tree ordinance

Deletions:

Administrator Sunday requested Consent Agenda Item 7 be deleted from the Consent Agenda to work out the details

APPROVAL OF AGENDA WITH ADDITIONS AND/OR DELETIONS

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve the agenda with the changes as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

PUBLIC COMMENTS
There were no public comments.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR FURTHER DISCUSSION
This item was previously discussed in the meeting.

APPROVAL OF CONSENT AGENDA

Motion by Commissioner Glidewell, second by Vice Chair Johns, to approve with the changes as presented.

Motion carried 5-0 by the following votes:

Ayes: Chair Anderson, Vice Chair Johns, Commissioner Drake, Commissioner Curry, and Commissioner Glidewell

CLERK'S ITEMS:

1. **Request to approve the Expenditure Approval List (EAL).**

Accounts	Totals
General Fund:	$ 4,091,774.26
Public Works	$ 767,377.42
Bldg. Dept.	$ 8,311.54
N.W. Mosquito Control	$ 1,264.79
Mosq. Control State	$ 491.12
Fine & Forfeiture	$ 9,113,087.30
Section 8 Housing /HUD	$ 97.13
Tourist Dev. Council	$ 1,260,467.89
Solid Waste Enterprise	$ 902,100.21
Recreation Plat Fee	$ 12,272.75
Capital Projects Fund	$ 1,603,988.90
TOTAL	$ 17,761,233.31

2. **Request to approve and authorize the Chair to sign the minutes of the October 3, 2024, Land-Use Hearing; October 22, 2024, Land-Use Hearing; October 22, 2024, Regular Meeting; November 12, 2024, Executive Session re: CBHIV vs WC 3:23-cv-21629; and November 12, 2024, Executive Session re: Customary Use 18CA547.**

ADMINISTRATION - CONSENT ITEMS:

16. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Jason A. Cobb and Hally R. Cobb.**

17. **Request to approve and authorize the Chair to sign the Satisfaction of SHIP Mortgage for Patricia A. Cobb.**

18. **Request to approve and authorize for Chair to sign three (3) Satisfaction of SHIP Mortgages for Jane Cobb.**

EMERGENCY MANAGEMENT - CONSENT ITEMS:

19. **Request to approve the purchase of one (1) 3/4-ton 4WD Crew Cab pickup truck in an amount not to exceed $60,000.**

ENGINEERING - CONSENT ITEMS:

20. **Request approval to apply for the Transportation Alternative Grant for the construction of the Walton Road Multi Use Path from U. S. Highway 331 to 20th Street project and approve and authorize the Chair to sign Resolution 2024-66 of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.**

21. **Request approval to apply for the Transportation Alternative Grant for the design/permitting of the Lake Jackson Multi-Use Path project and authorize the Chair to sign a Resolution 2024-67 of Support and a signature delegation letter authorizing Anna Hudson, Long Range Infrastructure Program Engineer, the authority to apply for and administer the grant.**

ENVIRONMENTAL SERVICES - CONSENT ITEMS:

22. **Request to approve and authorize the Chair to sign Contract No.: WO105 with the Florida Department of Corrections for the use of inmate labor (Inmate Work Squads) in work programs.**

HUMAN RESOURCES - CONSENT ITEMS:

23. **Request to approve and authorize the Chair to sign the First Option to Renew the Agreement for Employee Benefits Consultant Services with the Gehring Group.**

CITIZEN REQUESTS

There were no citizens requests.

STAN SUNDAY, COUNTY ADMINISTRATOR

Administrator Sunday had no items to present.

ENGINEERING

24. **Request approval to award Invitation to Bid (ITB) No.: 24-40 to the lowest, most responsive bidder, Premier Paving, LLC in an amount not to exceed $357,165.58 for the construction of the Walton County North End Multi-Use Trail and Pedestrian Path Connections project (Phase I -20th Street) funded by the Florida**

The Proven Professionals
Naylor REALTY
& Associates, Inc.

1.8.25

To: Chance Powell

Fr: Bruce Naylor

Re: Walton Rd Multi-Use Path Construction

Chance,

I am writing this letter to let you know I am in full support of this project. I think it is very important for the safety and wellbeing of our school children.

With respect,

Bruce Naylor

Owner/Broker

Naylor Realty & Associates Inc.

776 BALDWIN AVENUE, SUITE B • DEFUNIAK SPRINGS, FLORIDA 32435
(850) 951-2488 (Office) • (850) 951-2188 (Fax)

MLS

MICHAEL A. ADKINSON, JR., SHERIFF
Office of the Sheriff, Walton County

Date: January 13th, 2025

To whom it may concern:

I am writing to express my strong support for the Walton County Engineering Department's application for the Transportation Alternatives Grant. The grant will assist with two projects, the Walton Road Multi-Use Path and the Lake Jackson Multi-Use Path. As Fire Chief of Walton County Fire Rescue, I understand the vital importance of safe and efficient transportation infrastructure within our community.

The projects outlined in the application will significantly benefit Walton County residents by enhancing pedestrian and/or bike safety. These improvements will directly enhance public safety and the overall quality of life in Walton County.

Walton County Fire Rescue fully supports the Engineering Department's efforts to secure these funds and believes that the proposed improvements are essential to the continued growth and well-being of our community. We are confident that this grant will be instrumental in achieving these important goals.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Austin Pugh
Fire Chief
Walton County Fire Rescue

A. Russell Hughes
Superintendent of Schools

WALTON COUNTY
SCHOOL DISTRICT

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January 13, 2024

RE: Walton Rd Multi-Use Path Construction

To Whom It May Concern:

Walton County School District is in full support of the following project: Walton Rd Multi-Use Path Construction. This project will provide upgrades to Walton Road roadway located from the intersection of 20th Street to the intersection of US Hwy 331 with the construction of an 8-foot-wide multi use path.

This project will benefit the students, families, and community in Walton County. The Walton Rd Multi-Use Path will enhance safety by providing a protected space for pedestrians and cyclists away from vehicle traffic, also creating a safe route to school for many students. The path also has health and wellness benefits by encouraging physical activity and promoting mental health through outdoor recreation. This project will also have economic and environmental advantages, such as increasing property value and improving air quality through reduced vehicle use. Walton County School District is in full support of this project and the many benefits it will provide.

Sincerely,

Dr. Jennifer Hawthorne
Deputy Superintendent
Walton County School District

Tammy Smith
District 1

Kim Kirby
District 2

Bill Eddins, Jr.
District 3

Jeri Michie
District 4

Jason Catalano
District 5

PART 8

SUPPORTING DOCUMENTATION

a. Comprehensive Plan Excerpt

b. OW-TPO Needs List Excerpt

c. County LRTP/Mobility Plan Excerpt

Walton County Comp. Plan

TRANSPORTATION ELEMENT
GOALS, OBJECTIVES, & POLICIES

GOAL T-1: PROVIDE A SAFE, COST EFFECTIVE TRANSPORTATION SYSTEM WITH ADEQUATE TRANSPORTATION FACILITIES AND SERVICES IN PLACE TO MITIGATE IMPACTS FROM DEVELOPMENT.

Objective T-1.1: The County shall develop a Concurrency Management System (CMS), based on peak hour traffic, to evaluate new development and the impact on the County's existing transportation infrastructure to ensure adequate Levels of Service (LOS) is maintained on the roadway network.

POLICY T-1.1.1 All State and County roadways within Walton County as identified in the County's Concurrency Management System (CMS), with the exception of those local roads identified as constrained roadways, shall operate at level of service D peak hour; Florida Intrastate Highway System (FIHS) facilities, Strategic Intermodal System (SIS) facilities, and roads funded through the Transportation Regional Incentive Program (TRIP) shall operate at a level of service that is consistent with Rule 14-94, F.A.C. as identified below.

STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)				
	SIS AND FIHS FACILITIES		TRIP FUNDED FACILITIES AND OTHER STATE ROADS[3]	
	Limited Access Highway[4] (Freeway)	Controlled Access Highway[4]	Other Multilane[4]	Two-Lane[4]
Rural Areas	B	B[1]	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMAs	D(E)[2]	E[2]	--[2]	--[2]
Inside TCEAs[2] and MMTDs[2]	--[2]	--[2]	--[2]	--[2]

Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

1. For rural two-lane facilities, the standard is C.

2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.

3. Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.

4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

*** NOTE: Level of service letter designations are defined in the Department's *Quality/Level of Service Handbook*.

Policy T-1.1.2: Transportation facilities needed to serve new development projects adding vehicle trips to a roadway operating below the adopted level of service standard shall be in place, or under actual construction within 3 years after a building permit is approved; except as otherwise provided in Section 163.3180, F.S.

Policy T-1.1.3: Walton County shall coordinate the implementation of Objective T-1.1 through inter-local agreements with the municipalities having jurisdiction along the corridor as well as FDOT, for consistent application of concurrency management requirements to the fullest extent possible.

Objective T-1.2: The County shall undertake a transportation impact fee study by December 2012 to evaluate the feasibility of funding future needed transportation infrastructure projects.

Policy T-1.2.1: The transportation impact fee shall apply to all new lots and existing lots of record and both residential and commercial developments, where no buildings have been constructed and traffic generation is expected to contribute to future transportation infrastructure deficiencies as identified in the transportation/land use build-out analysis.

Policy T-1.2.2: The transportation impact fee shall be assessed by the County at the time of building permit receipt, for residential or commercial development, prior to the expected traffic impacts from development.

Policy T-1.2.3: The County's transportation impact fee shall be evaluated and updated as necessary to reflect proposed changes to the County's future land use map, changes to construction costs, and changes to any other factors relating to development of the impact fee assessment.

Policy T-1.2.4: All transportation impact fees collected shall be utilized for transportation improvement projects as identified in the County's Capital Improvements Schedule (CIS).

Objective T-1.3: The County shall maintain a proportional fair share methodology, consistent with Chapter 163.3180 F.S., for assessing a fair share cost of the transportation improvements necessary based on project traffic impacts from development.

Policy T-1.3.1: Should the County in the future adopt an impact fee ordinance at the time the proportionate fair share obligation is being determined, the County will also compute the anticipated impact fee obligation, provided the County has implemented impact fees, for the proposed development. Applicants shall be eligible for impact fee credit for that portion of their proportionate fair share obligation that applies to a segment or link of a facility contemplated by the County's impact fee ordinance. If the applicant's proportionate fair share obligation is less than the development's anticipated total road impact fee, then the applicant must pay the difference to the County.

Objective T-1.4: The County shall develop a financially feasible Transportation Capital Improvements Schedule (CIS) to correct LOS deficiencies as identified in the County's CMS and/or the Okaloosa-Walton Long Range Transportation Plan.

Policy T-1.4.1: The Okaloosa-Walton Transportation Planning Organization (OWTPO) Cost Feasible Plan, the OWTPO Transportation Improvement Program, the FDOT Strategic Intermodal System Plans, and other County revenue sources will be utilized in determining the financial feasibility and scheduling requirements of the County's CIS.

Policy T-1.4.2: The County's CIS will be updated on an annual basis to include, eliminate, defer, or delay construction of any improvement project to account for changed conditions related to growth and/or funding.

Objective T-1.5: The County shall develop a corridor specific transportation mitigation fee to promote multi-modal improvements on all local roadway/corridors identified within this element as being constrained.

Policy T-1.5.1: The following roadways/segments shall be designated by Walton County as constrained facilities:

CR 30A	US 98 on the West End to US 98 on the East End
CR 2378	Okaloosa County Line to US 98 on the East End

Objective T-1.6: Walton County shall develop transportation corridors on state and local roads in order that the public health, safety, and welfare may be protected, preserved, and improved by planning for future growth, coordinating land use and transportation planning, and complying with the concurrency requirements of Chapter 163.3180 F.S.

Policy T-1.6.1: Walton County shall establish strategies in the LDC to facilitate local traffic to use alternatives to the FIHS to protect their inter-regional and intra-state functions. Part of the strategies shall be to continue to investigate "parallel relief" projects to help mitigate potential future deficiencies on the State Highway System.

Policy T-1.6.2: The following Transportation Corridors shall be designated on the Future Traffic Circulation Map:

U.S. Highway 90	Okaloosa County Line to the Holmes County Line
U.S. Highway 98	Okaloosa County Line to the Bay County Line
U.S. Highway 331	US 98 to the Alabama State Line
State Road 20	Okaloosa County Line to the Washington County Line
State Road 81	State Road 20 to the Holmes County Line
C.R. 3280	US Highway 331 to State Road 20
Chat Holley Road	US Highway 331 to Church Street
C.R. 30-A	US 98 on the west end to US 98 on the east end

Policy T-1.6.3: Walton County shall develop Corridor Management Plans (CMP) which will contain the criteria to manage the land uses within and adjacent to the transportation corridor, the types of restrictions on nonresidential and residential construction within the designated corridor, and identification of permitted land uses within the corridor.

Policy T-1.6.4: Walton County shall establish criteria and a right-of-way protection map series, to include Functional Classification Maps and Right-of-Way Reservation Maps, as part of the CMP to protect future needed rights-of-way for all transportation corridors. Right-of-way

needs will be established based on transportation improvements identified in the County CMS and/or Okaloosa-Walton Transportation Planning Organization (OWTPO) Long Range Transportation Plan (LRTP).

Policy T-1.6.5: To protect future needed rights-of-way, unless otherwise identified in a CMP and/or right-of-way protection map series, the setbacks for all structures, parking, and horizontal infrastructure regulations shall be designated in the LDC for new development.

Policy T-1.6.6: No parking shall be allowed within the public rights-of-ways immediately adjacent to the traveled way of a public roadway facility except for public purpose including but not limited to: access to public facilities, beach access, and other similar public access. Parking may be allowed in public rights-of-way, if approved by the County Engineer, for private commercially operated establishments if located along frontage/parallel roadways.

Policy T-1.6.7: Parking standards shall be established within the County's Land Development Code (LDC) to encourage on-site parking standards to protect the rights-of-ways from encroachment by inadequate parking facilities for new development.

Policy T-1.6.8: Walton County shall protect the existing public easements and rights-of-ways from encroachment by new development by establishing measures within the LDC for this purpose.

Objective T-1.7: Walton County shall regulate the provision of roadway access to the State Highway System and/or County Road Network for all development.

Policy T-1.7.1: Limit access to the State Highway System by controlling the number and location of site access driveways and other intersecting roads according to the procedures and standards outlined in FDOT Rule Chapters 14-96 and 14-97.

Policy T-1.7.2: Limit access to the County Roadway Network by complying with access management standards as established in the LDC.

Policy T-1.7.3: Shared driveways or cross-access easements shall be required for adjacent properties where feasible to promote interconnectivity.

Policy T-1.7.4: The use of parallel roads shall be promoted to optimize the number of site access driveways and intersecting roads, where necessary to maintain the safe and efficient operation of the transportation system.

Policy T-1.7.5: No subdivision of lands shall occur within the County without an overall internal circulation plan and access management plan to include easement agreements between subdivided lands.

Objective T-1.8: Walton County shall throughout the planning time frame, ensure the transportation system is coordinated with the land use designations on the Future Land Use Map (FLUM). The transportation system elements shall complement the design of planned development regarding scale, composition and density. The application of multimodal transportation strategies will be considered as appropriate.

Policy T-1.8.1: Walton County shall ensure that all amendments to the Future Land Use Map Series adopted by the County and found in compliance by the Department of Community Affairs (DCA) are transmitted to the OWTPO on a timely basis for update to the Florida Standard Urban Transportation Model Structure (FSUTMS) model which is maintained by the West Florida Regional Planning Council (WFRPC) and OWTPO.

Policy T-1.8.2: Walton County shall work with the WFRPC, staff to the OWTPO, to validate the FSUTMS model to ensure the transportation needs of the County are accurately represented.

Policy T-1.8.3: Long range plans shall be developed and programmed through the OWTPO LRTP and the County CIS as needed to ensure sufficient capacity is available in the future to accommodate the type and intensity of development as indicated on the FLUM.

Policy T-1.8.4: Walton County shall coordinate with the OWTPO, the WFRPC, and the Florida Department of Transportation (FDOT) in developing alternative corridors parallel to the State road system within the County which will help to provide additional capacity for both local and through traffic.

Objective T-1.9: Walton County shall strive to implement the Goals, Objectives, and Policies as outlined in the Scenic 30-A Corridor Management Plan for the preservation, maintenance, protection and promotion of those intrinsic resources within the corridor.

Policy T-1.9.1: Walton County shall establish land development regulations, as supported by Public Works, to support the goals, objectives, and policies as outlined in the Scenic 30-A Corridor Management Plan.

Objective T-1.10: New development shall be reviewed for operational improvements in addition to concurrency requirements. New development may be required to pay for or construct operational improvements to any publicly maintained un-improved dirt roadway utilized to access new development, in addition to concurrency requirements.

Policy T-1.10.1: The cost of operational roadway improvements may be in addition to and separate from the concurrency requirements.

Policy T-1.10.2: A methodology for assessing a cost of the roadway improvement shall be developed in the County LDC which allows the development to construct the roadway improvements in its entirety and be reimbursed by future benefited development.

GOAL T-2: PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, PROMOTE ALTERNATIVE TRANSPORTATION, AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF WALTON COUNTY.

Objective T-2.1: Walton County, in cooperation with Okaloosa County Transit (OCT) and the OWTPO, shall encourage reduced energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass

transit, etc.), reduce travel demand, promote alternative transportation, and strive to provide transit access for all major traffic generators and attractors.

Policy T-2.1.1: Walton County shall continue to work with OCT to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Concurrency Management System, Site Plan Review Process, and the implementation of OWTPO transit plans.

Policy T-2.1.2: Walton County shall prepare a Walton County park & ride plan that evaluates existing and potential park & ride lot locations. Walton County shall coordinate with the Ride Share Program of the West Florida Regional Planning Council (WFRPC) to develop and maintain car/vanpool programs that serve area employers, especially those that employ more than 50 employees.

Policy T-2.1.3: Walton County will promote the development of pedestrian ways and bikeways around the vicinity of schools and other facilities where opportunities exist to utilize utility rights-of-way, drainage easements, and the right-of-ways previously accepted by Walton County.

Policy T-2.1.4: Walton County shall develop a priority list by December 2011 for the installation of bicycle lanes and multi-use paths on County roads. Based on the Master Plan recommendations Walton County shall implement sidewalk and multi-use path construction projects where necessary to close existing gaps along arterial, collector, and local roads.

Policy T-2.1.5: Encourage non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part by requiring the construction of sidewalks, bike lanes, multi-use paths, installation of signage, develop inter-connectivity, and/or striping of roadways to accommodate non-motorized transportation facilities.

Policy T-2.1.6: Walton County shall encourage developments to interconnect with one another through the following methods:

1) extension of a public or private road from one project to another.
2) extension of a sidewalk from one project to another.
3) extension of a multi-purpose trail from one project to another.
4) internal connections with all new developments, existing developments, or parcels adjacent to the development.

Objective T-2.2: Walton County shall promote a multi-modal transportation network within the County to better balance auto, truck, bicycle, pedestrian and basic transit systems to reduce total auto dependence, save energy, reduce green house gas emissions, and reduce excess travel.

Policy T-2.2.1: Walton County shall establish LDC requirements for private developers to address pedestrian and bicycle circulation including internal walks, bicycle paths /storage areas, as well as linkage to other projects and transportation modes where possible.

Policy T-2.2.2: Walton County shall work through the OWTPO and the Okaloosa County Area Transit Development Plan to evaluate the development of a transit or jitney system to serve many segments of travelers including, but not limited to children, seniors, tourists and employees within the County.

Policy T-2.2.3: Walton County shall facilitate the provision of bus stop improvements and pullout bays along roadways through the application of the LDC and through the site plan review process.

Objective T-2.3: Walton County shall develop policies and procedures to minimize pollution to and the use of the natural resources as related to the operation and maintenance of the transportation system and its supporting infrastructure.

Policy T-2.3.1: Walton County shall evaluate parking ratios and design standards for roadways and parking areas that minimize impervious surfaces, thereby reducing water runoff, erosion and treatment facility needs.

Policy T-2.3.2: Walton County shall periodically optimize and coordinate signal timing plans to reduce vehicular delay and vehicle emissions.

Policy T-2.3.3: Walton County shall encourage the development of multimodal travel modes to maximize energy efficiency and reduce green house has emissions.

GOAL T-3: PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL, AND LOCAL AGENCY PLANS, AND REGULATIONS.

Objective T-3.1: Walton County shall actively participate and coordinate throughout the planning period with the goals and objectives of the OWTPO, and other local, state, and regional transportation planning organizations.

Policy T-3.1.1: Walton County shall actively participate during all phases of the OWTPO's continuing transportation planning process.

Policy T-3.1.2: Walton County shall review all plans and proposals throughout the planning process as it pertains to the OWTPO's LRTP and Transportation Improvement Program (TIP) to ensure the County's best interests are represented and coordinate the OWTPO's LRTP and TIP with the County's CMS, CIS, and this element to ensure consistency.

Policy T-3.1.3: Walton County shall work with the OWTPO and all the cities within Walton County to review the feasibility of a comprehensive traffic management system through the consolidation of the respective concurrency management systems.

Policy T-3.1.4: Walton County shall utilize the OWTPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on backlogged and constrained roadways.

Policy T-3.1.5: Walton County shall continue to cooperate through inter-local agreements with the City of DeFuniak, City of Freeport, and the Town of Paxton in an effort to improve and maintain all common transportation corridors within the County.

GOAL T-4: STIMULATE ECONOMIC DEVELOPMENT IN WALTON COUNTY THROUGH COOPERATION WITH FEDERAL, STATE, REGIONAL AND LOCAL AGENCY PLANS AND REGULATIONS TO PROMOTE THE GROWTH AND EXPANSION OF THE DEFUNIAK SPRINGS AIRPORT, PORT OF FREEPORT, AND COORDINATE WITH THE PANAMA CITY-BAY COUNTY INTERNATIONAL AIRPORT.

Objective T-4.1: Walton County, where feasible, shall coordinate with the CIE with the DeFuniak Springs Airport Master Plan and the Port of Freeport.

Policy T-4.1.1: Walton County shall coordinate with DeFuniak Springs Airport and the City of Freeport Port and work to incorporate them into the Counties CIE.

Objective T-4.2: Coordinate planned expansions of the airport and port facilities with federal, state, regional and local agency plans.

Policy T-4.2.1: Walton County shall work with the City of DeFuniak Springs and the City of Freeport to submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance.

Policy T-4.2.2: Walton County shall, where feasible, work with the City of DeFuniak Springs and the City of Freeport to facilitate expansion of the Airport and Port facilities.

2045 Needs ID by Category	Project Type	Project Name	From	To	Improvement Description	Purpose & Need Statement
B-29	Bike Ped Project	Pedestrian access point			Pedestrian Access Gate	This project would create a key pedestrian access to the Eglin Airforce Base.
B-33	Bike Ped Project	SR 85	Commerce Dr	CR 188 / Airport Rd	Bike/Ped Facility	This project would provide safer and more complete bike/ped connectivity in the Crestview Area.
B-36	Bike Ped Project	US 90 Trail	Santa Rosa County Line	Holmes County Line	Trail Construction	This project will provide critical safe and separated Bike Ped connections through Okaloosa and Walton County from the Santa Rosa County line to the Holmes County line.
B-37	Bike Ped Project	US 98	Marler	Harbor Boulevard	Pedestrian Improvements	This project would provide safer and more complete bike/ped connectivity in the Destin Area.
B-39	Bike Ped Project	20th St	US 331	US 90	Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area through the addition of Complete Street elements such as sidewalks, shard-use paths, multi-use trail, or buffered bike lanes.
B-40	Bike Ped Project	Country Club Dr/Live Oak Ave	Country Club Ln	25th St	Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area.
B-41	Bike Ped Project	25th St	Baldwin Ave	Live Oak Ave	Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area.
B-42	Bike Ped Project	Baldwin Ave	US 90	18th St	Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area through the addition of a multimodal bridge over US 331 to accommodate a 10' to 12' wide multi-use trail that connects the Baldwin Ave as well as Complete Street elements east of US 331 South and the multi-use trail west of US 331 South.
B-43	Bike Ped Project	Baldwin Ave	18th St	1st St	Sidewalk Rehabilitation	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area through the addition of a multi-use trail parallel to the existing railroad track. It will allow for the creation a linear park with landscape and hardscape, and add pedestrian facilities at railroad crossings, add marked crosswalks on Baldwin Ave where needed, as well as add landscape and streetscape.
B-44	Bike Ped Project	Baldwin Ave and US 331	Baldwin Ave	US 331	Pedestrian Bridge	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area.
B-45	Bike Ped Project	20th St	US 90	Baldwin Ave	Proposed Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area.
B-46	Bike Ped Project	Baldwin Ave	1st St	US 90	Proposed Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area.
B-47	Bike Ped Project	19th St	Hedger St		Proposed Sidewalk Extension	This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area.

Walton County Mobility Plan

Appendix T4: DeFuniak Springs & North Central Walton CSP PMC & PLC

ID	Facility Name	From	To	Length (Miles)	Multimodal Project	Construction Entity	Description	Person Miles of Capacity (PMC)	ROW Required	Cost (PE, CST & CIE)	ROW Cost	Total Cost	PMC & PLC Notes
1	SR 83 (9th Street) (Top City of DeFuniak Priority)	SR 83 Alternatives	US Hwy 90	0.87	Complete Street	State / City	Add Complete Street elements such as 8' to 10' shared-use paths, or 10' to 12' multi-use trail and buffered or protected bike lanes. Add landscape and streetscape. Add enhanced high visibility cross-walks.	5,220	NO	$1,957,500	N/A	$1,957,500	PMC & Cost = Multi-Use Trail (12'), buffered bike lanes (8' to 8') plus Complete Streets LS & SFT. Cost also includes $1.25 million per mile for enhanced landscape, streetscape, and high-visibility crosswalks.
2	CR 280 Connector (aka SR 83 East Alternative (EA): Alternative Top Priority if SR 83 Connector not feasible)	SR 83	US Hwy 90	1.52	New Road & Complete Street	State / County	East Alternative (EA): Construct a new two (2) lane or four (4) lane road. Add Complete Street elements such as a buffered bike lanes and either 8' to 10' shared-use paths on both sides of corridor or a sidewalk on one side and multi-use trail on the opposite side of right-of-way. PD&E Study needed. Alignment shown is preliminary. Final alignment to be determined.	30,978	YES	$8,993,782	$2,698,135	$11,691,917	PMC & Cost = new two lane (2) divided rural town arterial, plus two (2) buffered bike lanes (6' to 8' wide) and two (2) shared-use paths (8' wide). Cost= County
3	CR 280 Connector (aka SR 83 East Alternative (EA): Alternative Top Priority if SR 83 Connector not feasible)	US Hwy 90	CR 280	0.68	New Road & Complete Street	State / County	East Alternative (EA): Construct a new two (2) lane or four (4) lane road. Add Complete Street elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. Alignment shown is preliminary. Final alignment to be determined.	TBD	YES	TBD	TBD	TBD	PMC & Cost = new four (4) lane divided class II road, plus two (2) flex lanes (5' wide) and two (2) shared-use paths (8' wide). Cost also includes $1.25 million for a PD&E study.
4	CR 280 (aka SR 83 East Alternative (EA): Alternative Top Priority if SR 83 Connector not feasible)	CR 280 Connector (aka SR 83 East Alternative)	Interstate 10	2.25	Upgrade Road & Complete Street	State / County	East Alternative (EA): Upgrade the existing cross-section of CR 280. Potential widening to four (4) lanes. Add Complete Street elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. New Interchange at Interstate 10.	126,315	YES	$23,958,775	$7,187,633	$31,146,408	PMC & Cost = widen from two (2) lane rural town major to four (4) lane divided rural town arterial, add two (2) buffered bike lanes (6' to 8' wide), add a multi-use trail (12' wide) on north sides of corridor, plus a sidewalk (5' wide) on south side of corridor. Cost = County.
5	Coy Burgess Connector (aka US Hwy 331 North East Alternative (EA): Top City of DeFuniak Priority if four (4) lane widening of SR 83 not feasible)	US Hwy 331 North	Coy Burgess Road	3.87	New Road & Complete Street	State / County	East Alternative (EA): New four (4) lane road to the east of the Airport that would provide an additional north-south corridor with a new Interstate 10 Interchange to provide parallel capacity to US 331 between US 90 and Interstate 10. Add Complete Street elements such as a buffered bike lanes and either 8' to 10' path of 10' to 12' trail. PD&E Study needed. Alignment shown is preliminary. Final alignment to be determined.	238,508	YES	$47,568,482	$14,270,545	$61,839,027	PMC & Cost = new four (4) lane divided rural town, plus two (2) buffere bike lanes (6' to 8' wide) and two (2) shared-use paths (8' wide). Cost = County.
6	Bruce Ave Extension	US Hwy 331	19th Street	0.50	New Road & Complete Street	County / City	New two (2) lane road with Complete Street elements such as a buffered bike lanes and 8' to 10' paths. Connecting elementary and middle school.	7,135	YES	$11,953,764	$3,586,129	$15,539,893	PMC & Cost = new two (2) lane undivided rural town major collector, plus two (2) shared-use paths (8' wide). Cost = County
7	Bruce Ave Extension	19th Street	25th Street	1.10	New Road & Complete Street	County / City	New two (2) lane road with Complete Street elements such as a buffered bike lanes and 8' to 10' paths. Connecting elementary and middle school.	TBD	YES	TBD	TBD	TBD	PMC & Cost = new two (2) lane undivided class II rural road, plus two (2) shared-use paths (8' wide).
8	25th Street	Bruce Ave Extension	US Hwy 90	0.39	Upgrade Road & Complete Street	County / City	Upgrade road, add Complete Street elements such as sidewalks, shared-use paths and / or bike lanes. This segment includes a portion of Baldwin Avenue from 25th Street to US 90.	4,820	YES	$12,000,000	$3,600,000	$15,600,000	PMC = upgrade from two lane rural town local to two (2) lane undivided rural town major collector, plus add shared-use paths (8' wide) plus CSP landscape & safety. Cost = County
9	Walton Road (Short-term Priority)	SR 83	US Hwy 331	2.00	Complete Street	County / City	Add Complete Street elements such as sidewalks, shared-use paths, multi-use trail, or buffered bike lanes	4,800	NO	$2,000,000	N/A	$2,000,000	PMC & Cost = Add two (2) shared-use paths (8' wide).

PART 9

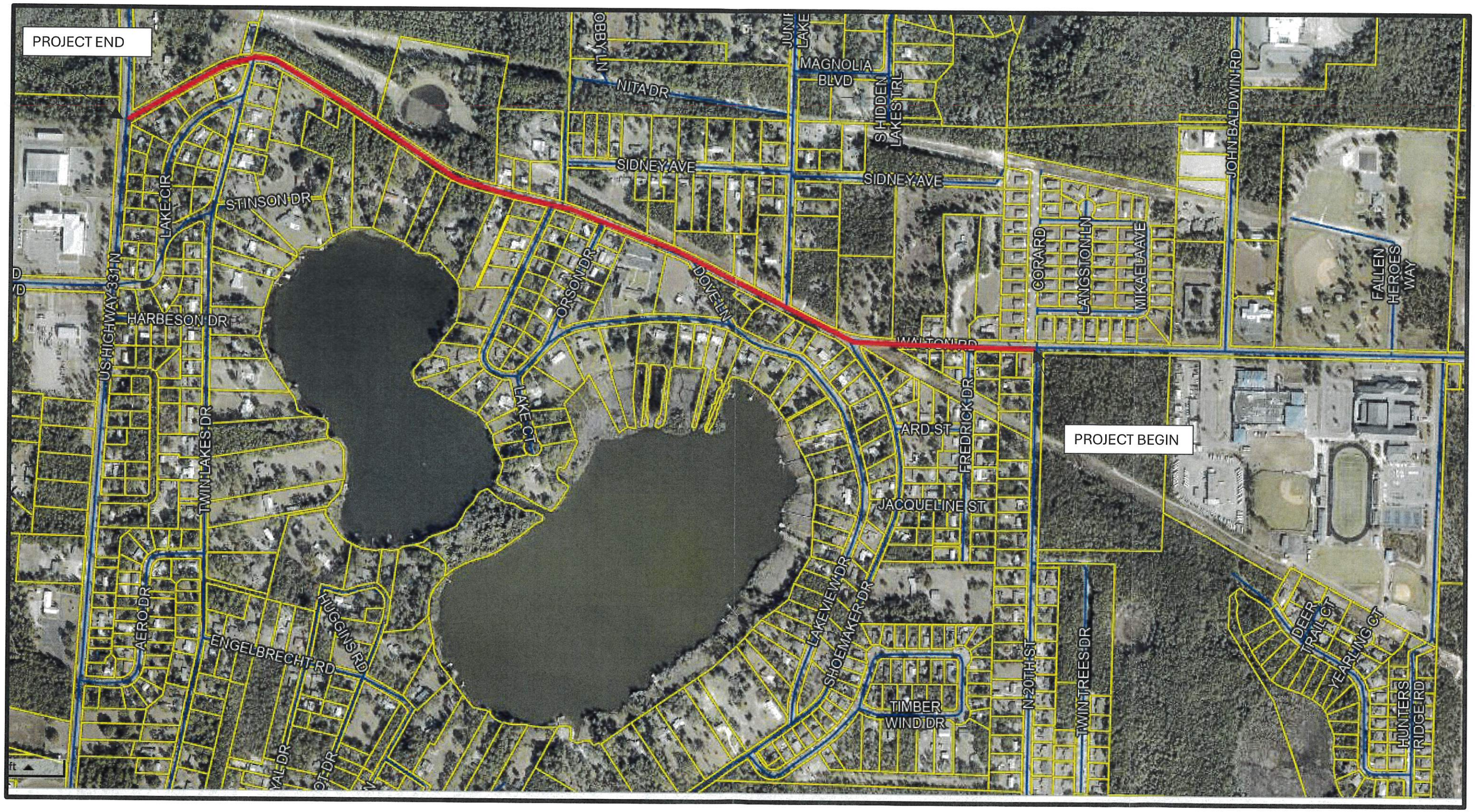
SUPPORTING DOCUMENTATION

a. Location Map

b. Project Site Photos

WALTON RD MULTI-USE PATH PROJECT

Limits: US 331 to 20th Street Intersection
(Approximately 1.2 mile)



PROJECT SITE PHOTOS

Walton Rd & US 331 N Intersection (looking west)

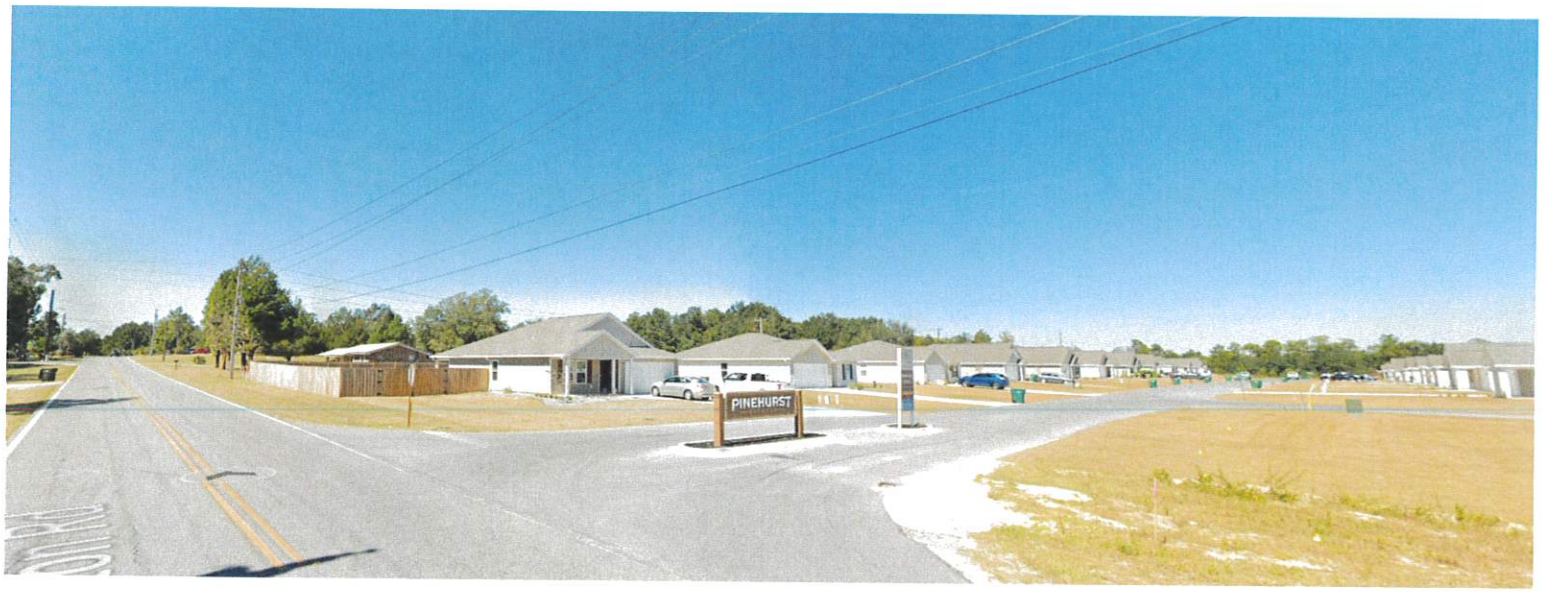
Walton Rd (looking west)

Walton Rd near Lakeview Intersection (looking west)

Walton Rd near Dove Ln Intersection (looking west)

Walton Rd near Fredrick Dr Intersection (looking east)

Walton Rd and 20th Street Intersection (looking west)



Walton Rd and 20th Street Intersection near Pinehurst subdivision (looking northwest)

Walton Rd and 20th Street Intersection (looking north)

PART 10

SUPPORTING DOCUMENTATION

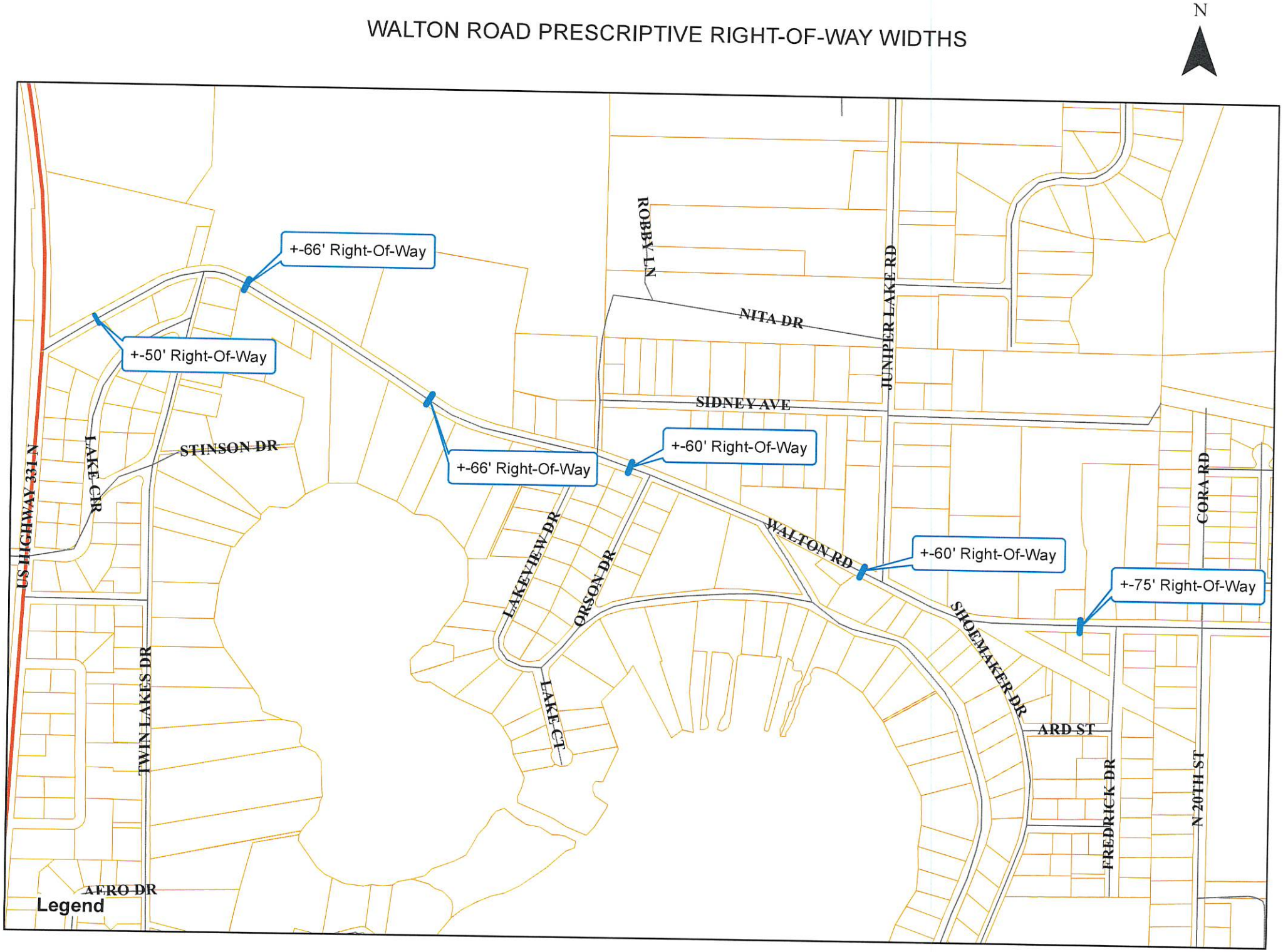
a. Copy of Design Plans

PART 11

SUPPORTING DOCUMENTATION

a. See PART 10, Copy of Design Plans for Right-of-Way information

WALTON ROAD PRESCRIPTIVE RIGHT-OF-WAY WIDTHS



PART 12

SUPPORTING DOCUMENTATION

a. Cost Estimate

WALTON COUNTY PUBLIC WORKS
ENGINEER'S ESTIMATE OF PROBABLE COST
FOR CONTRACT TWO 23-04

LEAD PROJECT : 450942-1 | DISTRICT: 03 | WALTON TWO: 23-04

PROJECT(S) : 450942-1 | COUNTY : WALTON

0001 SUMMARY OF ROADWAY

Final Cost Estimate
Walton Rd MUP

SPC	ALT	ITEM NUMBER	ITEM DESCRIPTION	UNIT	TWO 06-007	OTHER	TOTAL	Unit Price	Est. Cost
		0101- 1-	MOBILIZATION (450942-1)	LS	1.000		1.000	$ 55,545.39	$ 55,545.39
		0102- 1-	MAINTENANCE OF TRAFFIC (450942-1)	LS	1.000		1.000	$ 33,327.24	$ 33,327.24
		0102- 60-	WORK ZONE SIGN	ED	7200.000		7200.000	$ 0.28	$ 2,016.00
		0102- 74- 1	CHANNELIZING DEVICE, TYPES I, II, DI, VP, DRUM, OR LCD	ED	23220.000		23220.000	$ 0.12	$ 2,786.40
		0102- 74- 6	CHANNELIZING DEVICE, PEDESTRIAN LCD	ED	1080.000		1080.000	$ 0.12	$ 129.60
		0102- 99-	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY	ED	388.000		388.000	$ 11.78	$ 4,570.64
		0104- 10- 3	SEDIMENT BARRIER	LF	3809.000		3809.000	$ 2.56	$ 9,751.04
		0104- 15-	SOIL TRACKING PREVENTION DEVICE	EA	2.000		2.000	$ 4,805.52	$ 9,611.04
		0104- 18-	INLET PROTECTION SYSTEM	EA	1.000		1.000	$ 188.66	$ 188.66
		0107- 1-	LITTER REMOVAL AND DISPOSAL	AC	4.895		4.895	$ 51.64	$ 252.78
		0107- 2-	MOWING	AC	4.895		4.895	$ 60.28	$ 295.07
		0110- 1- 1	CLEARING AND GRUBBING	AC	2.021		2.021	$ 70,971.08	$ 143,432.55
		0110- 4- 10	REMOVAL OF EXISTING CONCRETE	SY	253.000		253.000	$ 52.87	$ 13,376.11
		0110- 7- 1	MAILBOX, F&I, SINGLE	EA	17.000		17.000	$ 318.88	$ 5,420.96
		0120- 1-	REGULAR EXCAVATION	CY	524.860		524.860	$ 19.34	$ 10,150.79
		0120- 6-	EMBANKMENT	CY	249.320		249.320	$ 24.64	$ 6,143.24
		0160- 4-	TYPE B STABILIZATION	SY	6440.000		6440.000	$ 10.32	$ 66,460.80
		0285-701-	OPTIONAL BASE, BASE GROUP 01	SY	6014.000		6014.000	$ 30.84	$ 185,471.76
		0285-709-	OPTIONAL BASE, BASE GROUP 09	SY	193.000		193.000	$ 38.68	$ 7,465.24
		0327- 70- 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	42.000		42.000	$ 2.90	$ 121.80
		0334- 1- 12	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	TN	614.080		614.080	$ 149.79	$ 91,983.04
		0400- 0- 11	CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011	CY	30.010		30.010	$ 1,072.62	$ 32,189.33
		0425- 1-521	INLETS, DT BOT, TYPE C,<10'	EA	10.000		10.000	$ 6,782.44	$ 67,824.40
		0425- 1-541	INLETS, DT BOT, TYPE D, <10'	EA	1.000		1.000	$ 8,200.12	$ 8,200.12
		0425- 2- 71	MANHOLES, J-7, <10'	EA	5.000		5.000	$ 13,883.47	$ 69,417.35
		0430-175-118	PIPE CULVERT, OPT MAT, ROUND, 18" S/CD	LF	1432.000		1432.000	$ 146.60	$ 209,931.20
		0430-175-218	PIPE CULVERT,OPTIONAL MATERIAL,OTHER-ELIP/ARCH, 18"S/CD	LF	192.000		192.000	$ 228.21	$ 43,816.32
		0430-175-224	PIPE CULVERT,OPTIONAL MATERIAL,OTHER SHAPE-ELIP/ARCH, 24"S/CD	LF	4.000		4.000	$ 291.71	$ 1,166.84
		0430-524-102	STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 0 DEGREES, ELLIPTICAL	EA	1.000		1.000	$ 6,996.00	$ 6,996.00
		0515- 1- 1	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	LF	475.000		475.000	$ 149.50	$ 71,012.50
		0522- 1-	CONCRETE SIDEWALK, 4" THICK	SY	8.000		8.000	$ 74.62	$ 596.96
		0522- 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	43.000		43.000	$ 94.98	$ 4,084.14
		0527- 2-	DETECTABLE WARNINGS	SF	40.000		40.000	$ 39.54	$ 1,581.60
		0570- 1- 2	PERFORMANCE TURF, SOD	SY	5457.000		5457.000	$ 4.35	$ 23,737.95
		0700- 1- 11	SINGLE POST SIGN, GROUND, <12 SF	AS	4.000		4.000	$ 521.70	$ 2,086.80
		0700- 1- 50	SINGLE POST SIGN, RELOCATE	AS	6.000		6.000	$ 347.44	$ 2,084.64
		0710- 11-123	PAINTED PAVT MARKING, WHITE, SOLID, 12"	LF	885.000		885.000	$ 1.48	$ 1,309.80
		0710- 11-125	PAINTED PAVT MARKING, WHITE, SOLID, 24"	LF	159.000		159.000	$ 2.61	$ 414.99
		0711- 11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND	LF	885.000		885.000	$ 4.07	$ 3,601.95
		0711- 11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND	LF	159.000		159.000	$ 7.72	$ 1,227.48

Subtotal $ 1,199,780.53

20% Contingency $ 239,956.11

Est. Total $ 1,439,736.64

*Note: Unit price info obtained from FDOT 6 month statewide averages unless otherwise noted. Not a guarantee of unit price at bid.

John Fielding, PE, PTOE, RSP2i
Panhandle Engineering Construction, Inc.

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

1. **Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- ○ Local government (e.g., county, city, village, town, etc.).
- ○ Regional transportation authority or transit agency.
- ○ Natural resource or public land agency.
- ○ School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.
- ○ Recognized Tribal Government.
- ○ Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).
- ○ Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).
- ○ FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

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

Okaloosa County

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

Roy Petrey, P.E., Engineering Manager

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

(850) 689 - 5772, rpetrey@myokaloosa.comp

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

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

○ **LAP Full Certification**

Provide:

Approval Date: _____ and Expiration Date: _____

Responsible Charge Name: _____

○ **LAP Project Specific Certification**

Provide:

Approval Date: N/A Project FM(s) Number: N/A

Responsible Charge Name: Roy Petrey, P.E., Engineering Manager

○ **Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.**

Provide:

Sponsoring Agency Name: _____ Contact Name: _____

_____ _____

Address: Phone:

○ **Not LAP Certified - FDOT District will administer the project.**

Provide:

FDOT Contact Name: _____ Phone: _____

○ **Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.**

○ **Not Applicable – this is a Non – Infrastructure Project.**

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).

   Valley Road Sidewalk Addition, Crestview

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).

   ○ Yes ○ No

   2024

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).

   ○ Yes ○ No

   FPN: 442260-1-58-01, SCOPE: Construct 5' Sidewalk along Stillwell Blvd. to Monterey Rd.

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).

   ○ Yes ○ No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

   PROJECT SCOPE:
   CONSTRUCTION OF A 6' WIDE CONCRETE PEDESTRIAN SIDEWALK ALONG THE WEST SIDE VALLEY RD, FROM US 90 MP 16.158 TO E. 1ST AVE, 2,025 FEET (0.38 MILES) AND FROM APPROXIMATELY 110 FEET SOUTH OF KYLE LANE TO STILLWELL BLVD, 1,255 FEET (0.24 MILES). TOTAL PROPOSED PROJECT LENGTH: 3,280 FEET (0.62 MILES).
   THE SPAN BETWEEN E. 1ST AVE TO 110 FEET SOUTH OF KYLE LANE TO BE CONSTRUCTED BY A PRIVATE DEVELOPER PER SIDEWALK REQUIREMENT BY THE CITY OF CRESTVIEW.
   MILLING & PAVING WILL OCCUR AS NEEDED AT CROSSINGS.

   EXPECTED BENIFITS:
   PROVIDE IMPROVED PEDESTRIAN ACCESS TO DURREL LEE PARK (BALL FIELDS), WALKER ELEMENTARY SCHOOL, NEARBY CONVENIENCE STORE, AND OTHER DESTINATIONS.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

   Crestview

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

   Okaloosa

3. **Roadway Classification**

   ○ Yes ○ No State roadway (on-system)

   ○ Yes ○ No Federal roadway

   ○ Yes ○ No Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

   Valley Rd

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

   US 90, E James Lee Blvd, US 90 MP 16.158 (South Termini)

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

   Stillwell Blvd (North termini)

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

   3,280 FEET (0.62 MILES)

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

   ○ Yes ○ No N/A

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

   ○ Yes ○ No N/A

PART 5 – PROJECT TYPE

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

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

- ○ **A. Infrastructure.** If so, select "yes", then select the most appropriate "infrastructure" eligible activity from listing below. (Pages range 5-6)
- ○ **B. Non-infrastructure (NI).** If so, select "yes", then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

- ○ **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).
- ○ **Safe Routes for Non-Drivers** (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).
- ○ **Conversion of Abandoned Railway Corridors to Trails** (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).
- ○ **Scenic Turnouts and Overlooks** (Select this box for construction of turnouts, overlooks, and viewing areas). If "yes", list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).
- ○ **Outdoor Advertising Management** (Select this box for inventory, control, or removal of outdoor advertising). If "yes", list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).
- ○ **Historic Preservation and Rehabilitation of Historic Transportation Facilities** (Select this box for historic preservation or rehabilitation of historic transportation facilities). If "yes", list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).
- ○ **Vegetation Management** (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If "yes", list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

- **Archaeological Activities** (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

- **Stormwater Mitigation** (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

- **Wildlife Management** (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

- **Boulevards** (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

- **Recreational Trails Program** [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

- **Safe Routes to Schools (SRTS)** [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

- **Other surface transportation eligible purpose** (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

- **Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.**
- **Workforce development, training and education activities that are eligible uses of TAP funds.**
- **SRTS projects, codified as 23 U.S.C. 208.** This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

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

- Number of walk or bicycle audits.
- Number of bicycle skills / safety classes.
- Number of pedestrian skills / safety classes.
- Number of community demonstration projects.
- Number of community encouragement activities.
- Number of community challenges.
- Number of community workshops / stakeholder meetings.
- Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.
- Number of school assemblies receiving pedestrian / bicycle safety instruction / education.
- Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).
- Number of after school programs receiving pedestrian / bicycle safety instruction / education.
- Number of bicycle rodeos.
- Number of pedestrian safety skills events.
- Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).
- Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).
- Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

PART 6 – AREA CONDITIONS

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

1. **Select one box that describes the geographic population size of the project area.**
   - ○ Non-Urban Area with a population of 5,000 or less
   - ○ Urban Area with a population greater than 5,000 but no more than 50,000
   - ○ Urban Area with a population greater than 50,000 but no more than 200,000
   - ○ Urban Area with a population greater than 200,000

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

   ○ Yes ○ No Okaloosa-Walton TPO

3. **Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the TMA in the space provided. (Word limit 5).

   ○ Yes ○ No Navarre - Miramar Beach - Destin

4. **Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select "no", and indicate N/A in the space provided. If so, select "yes" and indicate the REDI / RAO in the space provided. (Word limit 5)

   ○ Yes ○ No N/A

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

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

   ○ Yes ◉ No N/A

7. **Are there transit stops / shelters / support facilities within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the identification number. (Word limit 5).

   ○ Yes ○ No N/A

8. **Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?**

   ○ Yes ○ No

9. **Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?**

   ◯ Yes ◯ No

10. **Would the project implement a bicycle or pedestrian action plan(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption. (Word limit 5).

    ◯ Yes ◯ No N/A

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

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. **Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement?** If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided. (Word limit 10).

   ◯ Yes ◯ No Okaloosa BOCC Resolution No. 24-195

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

   ◯ Yes ◯ No N/A

3. **Was there an advertised public meeting to discuss the project?** If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided. (Word limit 10).

   ◯ Yes ◯ No N/A

4. **Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If "yes", briefly explain. If "no", indicate N/A in the space provided. (Word limit 10).

   ◯ Yes ◯ No N/A

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

Yes No Objective 3.4 of Okaloosa County's Comprehensive Plan (attached), MPO TA Priority 2

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

PART 9 – ENVIRONMENTAL CONDITIONS

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

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**
   Yes No
2. **Does the project involve state-owned conservation lands?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).
   Yes No N/A
3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate railway facility. (Word limit 5).
   Yes No N/A
4. **Does the project physically cross a railway facility?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the crossing's railway identification number, and beginning and ending mile points. (Word limit 5).
   Yes No N/A
5. **Would the project provide lighting at locations with nighttime crashes?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe the proposed lighting in the space provided. (Word limit 5).
   Yes No N/A
6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe proposed ADA improvements in the space provided. (Word limit 5).
   Yes No N/A

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided. (Word limit 10).

   Yes ◯ No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown". (Word limit 5).

   Yes ◯ No ◯ Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown". (Word limit 5).

   Yes ◯ No ◯ Unknown N/A

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided. (Word limit 5).

    Yes ◯ No Durrell Lee Park (Ball Fields)

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways. (Word limit 5).

    Yes ◯ No N/A

12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

    Yes ◯ No Potential Adjacent Wetlands at Lake

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    Yes ◯ No ◯ Unknown

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    Yes ◯ No ◯ Unknown Tom Thumb Food Store #115, active petroleum cleanup site per FDEP

15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown" (Word limit 5).

    Yes ◯ No ◯ Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. **Are signed and sealed design plans available for this project?**
   - Yes
   - No

2. **If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status.** (Word limit 100).
   - No design plans
   - 30% design plans
   - 60% design plans
   - 90% design plans
   - Other:

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

No design has been completed to date. THIS APPLICATION IS TO INCLUDE DESIGN SERVICES FOR THE PROJECT.

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

PART 11 – OWNERSHIP / ROW STATUS

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

   ◯ Yes ◯ No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.** (Word limit 150).

Plats for adjacent subdivisions showing ROW are attached.

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

PART 12 – PROJECT IMPLEMENTATION AND COSTS

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

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

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.
1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs ($)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate ($)
		Start (mm/yy)	End (mm/yy)	TA Program ($)	Other Federal ($)	Non-TA/ Local Funds ($)	Other ($)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)	✓					$155,000		
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction	✓			$1,041,000				
CEI	✓			$59,000		$65,000		
Other costs (describe)								
							Total Infrastructure Project Cost Estimate	

***** Note: applications for infrastructure projects do not need to fill out this page*****

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES

FDOT Transportation Alternatives Program:
https://www.fdot.gov/planning/systems/systems-management/tap

FDOT Local Agency Program Manual:
http://www.fdot.gov/programmanagement/LP/Default.shtm

FDOT Office of Environmental Management PD&E Manual:
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Basis of Estimates Manual:
https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual

Florida Safe Routes to School Guidelines:
https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

TRANSPORTATION ALTERNATIVES PROGRAM
CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Valley Rd Sidewalk

LOCATION: Crestview FL, Okaloosa County

PROJECT LIMITS: (from south or west limit) US 90

(to north or east limit) Stillwell Blvd

By checking the box you agree to do the following:

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

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

* Signature

John Hofstad

Name (please type or print)

County Administrator

Title

January 15, 2025

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Valley Road, US 90 to Stillwell

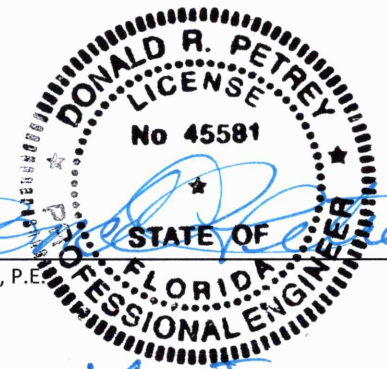
DATE: 1/14/2025

Unless otherwise noted unit prices are a rounded average of FDOT state wide 6mo & Area 1 as of 01/14/2024 report; Quantities have been aproximated using FDOT standard specification.

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
0100-1	MOBILIZATION	1	LS	$ 71,403.00	$ 71,403.00
0102-1	TRAFFIC CONTROL	1	LS	$ 71,403.00	$ 71,403.00
0104-10-3	SEDIMENT BARRIER	3340	LF	$ 4.00	$ *13,360.00*
0110-1-1	CLEARING AND GRUBBING [1]	1	LS/ 0.8 AC	$ 14,000.00	$ *14,000.00*
0400-011	CONCRETE CLASS NS, GRAV WALL IND 400-011	242	CY	$ 1,236.00	$ *299,112.00*
0515-23-11	PED/BIKE RAILING, AL ONLY, 42" TYPE 1	615	LF	$ 106.00	$ *65,190.00*
0430-982-125	MITERED END SECTION, OPTIONAL ROUND, 18" CD	4	EA	$ 3,199.00	$ *12,796.00*
0430-175-118	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 18"	135	LF	$ 162.00	$ *21,870.00*
0430-518-100	STRAIGHT CONCRETE ENDWALLS, 18", SINGLE, 0 DEGREES, ROUND	4	EA	$ 3,392.00	$ *13,568.00*
0110-4-10	REMOVE EXISTING ASPHALT	140	SY	$ 42.00	$ *5,880.00*
0120-6	EMBANKMENT	500	CY	$ 29.00	$ *14,500.00*
0327-70-8	MILLING EXISTING ASPHALT TO 2.5" DEPTH	350	SY	$ 3.25	$ *1,137.50*
0334-1-5	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B (TYPE SP-12.5)	36	TN	$ 246.00	$ *8,856.00*
0522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	1756	SY	$ 89.00	$ *156,284.00*
0522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	538	SY	$ 125.00	$ *67,250.00*
0527-2	DETECTABLE WARNINGS	162	SF	$ 36.00	$ *5,832.00*
0700-1-50	SINGLE POST SIGN, RELOCATE	5	EA	$ 304.00	$ *1,520.00*
0110-7-1	MAILBOX, F&I SINGLE	2	EA	$ 331.00	$ 662.00
0711-11123	THERMOPLASTIC, STD, WHITE SOLID 12"	360	LF	$ 5.00	$ 1,800.00
0711-11125	THERMOPLASTIC, STD, WHITE SOLID 24"	72	LF	$ 9.00	$ *648.00*
0570-1-2	PERFORMANCE TURF, SOD	1951	SY	$ 5.00	$ 9,755.00
				TOTAL:	$ 856,826.50
				20% CONTINGENCY	$ 171,370.00

[1] *Per acre unit rate estimate calculated from previous Okaloosa County sidewalk projects.*

TOTAL CONSTRUCTION:	$ 1,028,196.50
DESIGN	$ 155,000.00
CEI	$ 124,000.00
TOTAL PROJECT:	$ 1,307,196.50



Roy Petrey, P.E.

14-JAN-2025

RESOLUTION NO. 24-195

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA; AUTHORIZING AND APPROVING SUBMITTAL OF A GRANT APPLICATION FOR PARTICIPATION IN THE VALLEY ROAD SIDEWALK ADDITION 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 as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended; and

WHEREAS, Florida Department of Transportation administers this federal funding, now known as the Transportation Alternatives Set-Aside program (TA). TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990; and

WHEREAS, the County has previously submitted applications with the Florida Department of Transportation regarding similar projects; and

WHEREAS, the Application for the grant is to perform the addition of a minimum 5' wide concrete pedestrian sidewalk along Valley Road from US 90 to Stillwell Blvd. Proposed project length 4,700 feet (0.89 miles); and

WHEREAS, Florida Department of Transportation provides 80% of federal funding. The remaining 20% of funding will be derived from State of Florida funds and/or a local match such as Surtax; and

WHEREAS, to ensure that all documents pertaining to the grant application are timely executed, the Board of County Commissioners now desires to execute this Resolution authorizing the County Administrator to execute the Grant application, supporting documents, and assurances to the Florida Department of Transportation; and authorize 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 the Florida Department of Transportation for the Transportation Alternatives Set-Aside program (TA) program for inclusion in the work program development cycle; and authorize Grants Administration to submit the application to the appropriate entity.

3. This Resolution is effective upon adoption and execution.

DULY PASSED AND ADOPTED THIS 3rd DAY OF DECEMBER, 2024.

BOARD OF COUNTY COMMISSIONERS
OKALOOSA COUNTY, FLORIDA

By: _____
Paul Mixon, Chairman

BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA SEAL

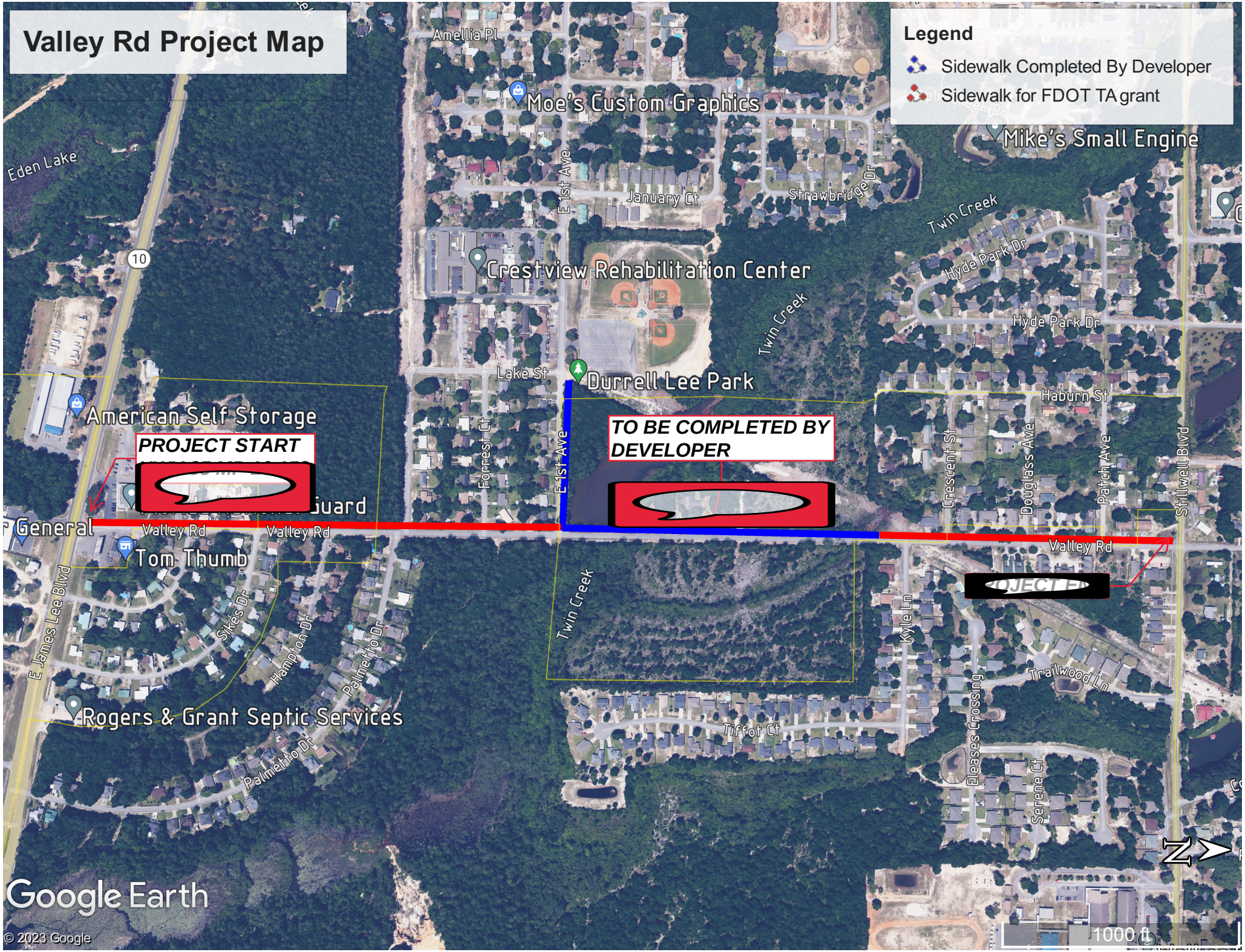
ATTEST:

By: _____
J. D. Peacock, II, Clerk

CLERK CIRCUIT COURT SUUM CUIQUE OKALOOSA COUNTY, FLORIDA

APPROVED AS TO FORM:

By: _____
Lynn M. Hoshihara
County Attorney


Valley Rd Project Map
Legend
Sidewalk Completed By Developer
Sidewalk for FDOT TA grant
Moe's Custom Graphics
Mike's Small Engine
Crestview Rehabilitation Center
Durrell Lee Park
American Self Storage
PROJECT START
TO BE COMPLETED BY DEVELOPER
Tom Thumb
Rogers & Grant Septic Services
Amellia Pl
Eden Lake
E 1st Ave
January Ct
Strawbridge Dr
Twin Creek
Hyde Park Dr
Lake St
Forrest Ct
Haburn St
Crescent St
Douglass Ave
Patch Ave
Stillwell Blvd
Valley Rd
E James Lee Blvd
Sykes Dr
Hampton Dr
Palmetto Dr
Kyle Ln
Trailwood Ln
Eleases Crossing
Serene Ct
Tiffot Ct
Google Earth
© 2023 Google
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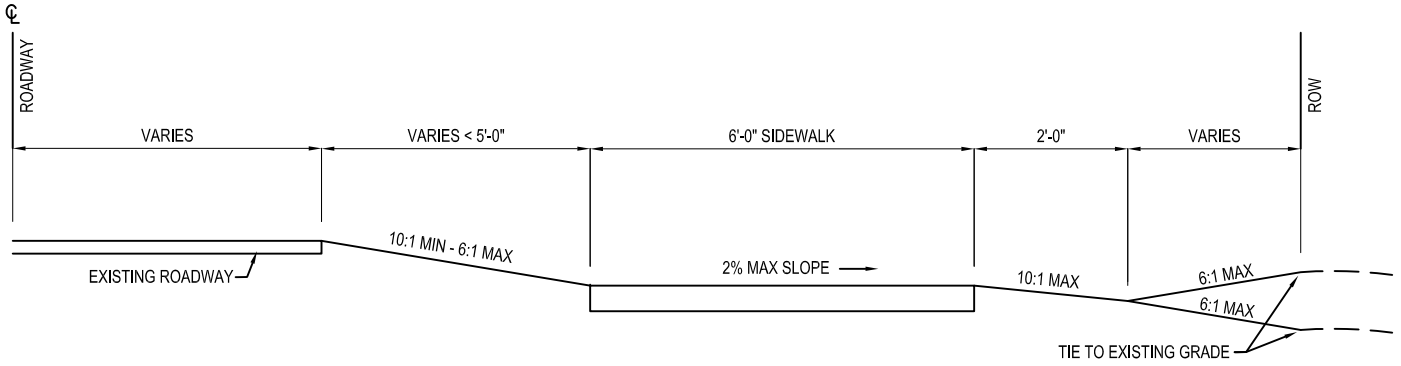


TYPICAL SIDEWALK SECTION
N.T.S.

OKALOOSA COUNTY
ENGINEERING DEPARTMENT
1759 SOUTH FERDON BLVD. *SCOTT BITTERMAN, P.E.*
CRESTVIEW, FLORIDA 32536 *P.E. NO. 80115*
(850) 689-5772

ROAD NAME	PROJECT NUMBER

TYPICAL SIDEWALK SECTIONS

SHEET NO. 1

DRAWN BY: bbrethauer DATE PRINTED: 2025/01/14 AUTOCAD FILE NAME: \\bcc\fileshare\PWData\EngDiv\Projects_FDOT_TAP\Typical Sections.dwg

CRESCENT HEIGHTS

REPLAT

CITY OF CRESTVIEW, OKALOOSA COUNTY

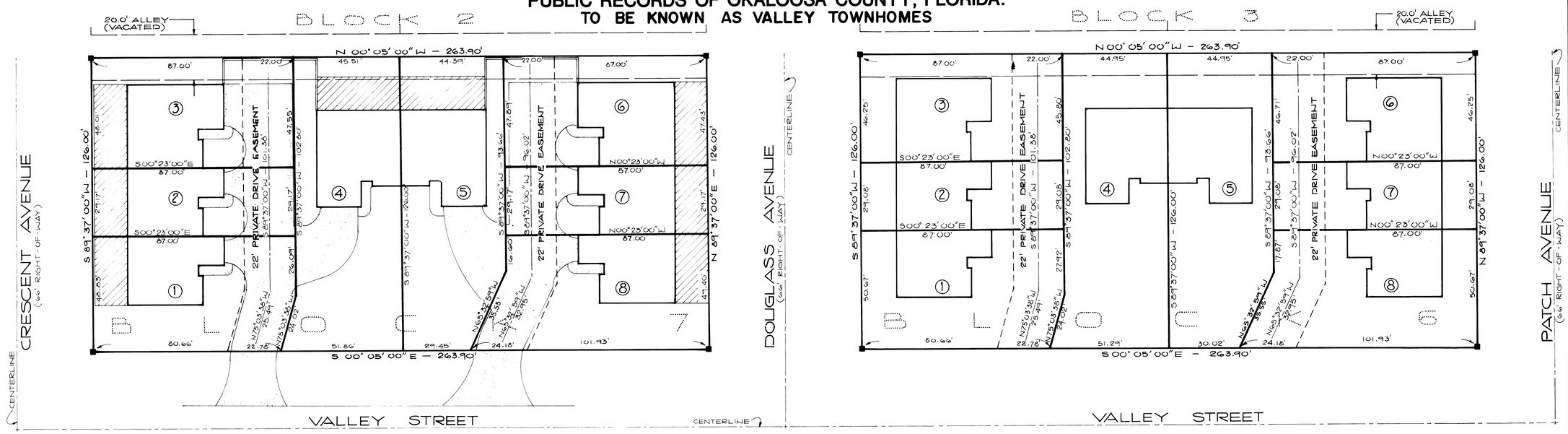
ZONED: R 2

A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
TO BE KNOWN AS VALLEY TOWNHOMES

TRACT DESCRIPTION:

Lots 1 through 9, both inclusive, Block 6, and Lots 1 through 9, both inclusive, Block 7, CRESCENT HEIGHTS SUBDIVISION, according to the plat thereof on file in Plat Book 2, Page 101, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida.

TOGETHER WITH the East 10.00 feet of that certain alley adjoining and parallel to the West boundary of Block 6 & Block 7, according to said plat of CRESCENT HEIGHTS SUBDIVISION.



0 5 10 20 30
SCALE: 1" = 20'

N

PLANNING BOARD APPROVAL

THE PLANNING BOARD CERTIFIES THAT THE PRELIMINARY PLAT AND DATA CONFORMS TO THE RULES AND REGULATIONS PROMULGATED BY THE CITY CODE. RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL SHALL NOT CONSTITUTE AN APPROVAL OF THE FINAL PLAT. APPROVED ON THE ___ DAY OF _____, 19___; IN SESSION ASSEMBLED THEREOF.

April 3, 1990 DATE — CHAIRPERSON

SURVEYORS NOTES:

BEARINGS REFERENCED TO THE WEST RIGHT OF WAY LINE VALLEY ROAD AS BEING S00°05'00"E, ACCORDING TO THE PLAT OF CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

THE RE-SUBDIVISION OF BLOCK 7 WAS DONE UNDER AS-BUILT CONDITIONS, WHILE THE RE-SUBDIVISION OF BLOCK 6 WAS DONE UNDER PRE-BUILT CONDITIONS.

●... DENOTES PERMANENT CONTROL POINT (P.C.P.)
■... DENOTES PERMANENT REFERENCE MONUMENT (P.R.M.)

THE SYMBOL (°) MEANS DEGREES
THE SYMBOL (') MEANS MINUTES OR FEET
THE SYMBOL (") MEANS SECONDS

NOTICE:

THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT, THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

COUNTY CLERK CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE PLAT ACT (CHAPTER 71-339, SECTIONS 177.18 THROUGH 177.33) OF THE 1971 ACTS OF THE LEGISLATURE OF FLORIDA AND THE SAME WAS FILED FOR RECORD ON THE 20th DAY OF April, 1990, AND WAS FILED IN PLAT BOOK 12, AT PAGE 21 OF SAID COUNTY.

Newman C. Brackin
NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT
By: Dee W. Howard, D.C.

DEDICATION

CITY OF CRESTVIEW
STATE OF FLORIDA

THE UNDERSIGNED OFFICER OF DELIGHTFUL DWELLINGS, INC., BY AND WITH THE AUTHORITY OF ITS BOARD OF DIRECTORS, DOES HEREBY CONSENT TO THE PLATTING OF THE LANDS AS SHOWN AND DESCRIBED UPON THIS PLAT OF VALLEY TOWNHOMES SUBDIVISION, SAME BEING A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

Allen R. Cook — WITNESS
Gene Gartman — GENE GARTMAN, PRESIDENT

APPROVAL OF THE CITY COUNCIL

CITY OF CRESTVIEW
STATE OF FLORIDA

WE, TOM SMITH, PRESIDENT OF THE CITY COUNCIL, AND EDWARD M. NEAL, CITY CLERK, BOTH OF THE CITY OF CRESTVIEW, FLORIDA, DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA, MEETING IN REGULAR SESSION ON THE 9th DAY OF April 1990, AND WAS APPROVED BY SAID COUNCIL FOR FILING IN THE PUBLIC RECORDS AND WE WERE INSTRUCTED BY SAID COUNCIL TO DESIGNATE THIS APPROVAL HEREON.

Tom Smith
TOM SMITH - PRESIDENT
Edward M. Neal
EDWARD M. NEAL - CITY CLERK

ACKNOWLEDGEMENT

CITY OF CRESTVIEW
STATE OF FLORIDA

BEFORE ME, A NOTARY PUBLIC IN THE STATE OF FLORIDA, PERSONALLY APPEARED GENE GARTMAN, PRESIDENT OF DELIGHTFUL DWELLINGS, INC., AND HE ACKNOWLEDGED BEFORE ME THAT HE EXECUTED THE FOREGOING INSTRUMENT IN HIS OFFICIAL CAPACITY AS AN ACT AND DEED OF SAID CORPORATION.

WITNESS MY HAND AND SEAL THIS 9th DAY OF April, 1990.

Janice F. Hicks
NOTARY PUBLIC
STATE OF FLORIDA
MY COMMISSION EXPIRES ___
JANICE F. HICKS, State of Florida, My Comm. Exp. Oct. 1, 1993

MORTGAGEE'S APPROVAL

FIRST NATIONAL BANK & TRUST, BEING THE HOLDER OF A MORTGAGE ON THE HEREON DESCRIBED PROPERTY, DOES HEREBY CONSENT TO THE SUBDIVISION AND PLATTING OF SAID PROPERTY AND TO THE DEDICATION GIVEN HEREON.

Keith Rowell
KEITH ROWELL, VICE-PRESIDENT OF COMMERCIAL LOANS
FIRST NATIONAL BANK & TRUST

TITLE OPINION

IT IS THE OPINION OF OKALOOSA TITLE & ABSTRACT, INC. THAT TITLE TO THE LAND DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN IN THE MORTGAGEE'S APPROVAL.

Allen R. Cook
ALLEN R. COOK, PRESIDENT
OKALOOSA TITLE & ABSTRACT, INC.

SURVEYOR'S CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, KERMIT H. GEORGE, DO HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS AS SHOWN AND DESCRIBED HEREON AND SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT THE SURVEY DATA COMPLIES WITH ALL PROVISIONS OF CHAPTER 177 OF THE FLORIDA STATUTES; THAT P.R.M.'S HAVE BEEN SET AS INDICATED HEREON; THAT P.C.P.'S WILL BE SET AT SUCH TIME WHEN IMPROVEMENTS ARE COMPLETED; AND THAT THIS SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.027 OF FLORIDA STATUTES.

Kermit H. George
KERMIT H. GEORGE
FLORIDA R.L.S - #4150

3-22-90
DATE

Book 12 Page 21

12-30

Valley Townhomes

VALLEY TOWNHOMES

CITY OF CRESTVIEW, OKALOOSA COUNTY

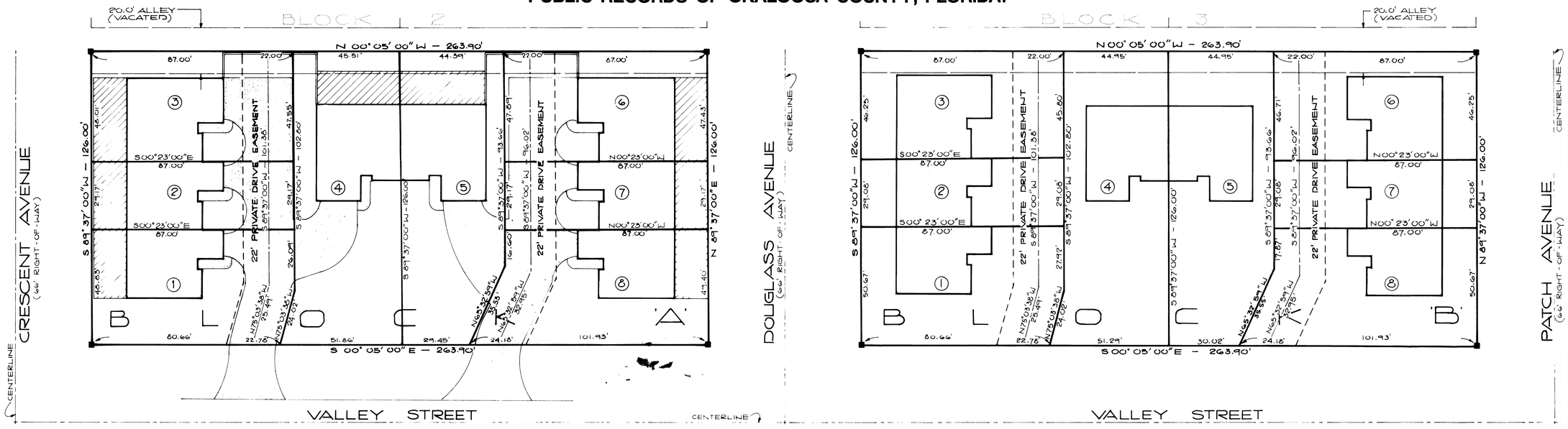
ZONED: R 2

A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

TRACT DESCRIPTION:

Lots 1 through 9, both inclusive, Block 6, and Lots 1 through 9, both inclusive, Block 7, CRESCENT HEIGHTS SUBDIVISION, according to the plat thereof on file in Plat Book 2, Page 101, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida.

TOGETHER WITH the East 10.00 feet of that certain alley adjoining and parallel to the West boundary of Block 6 & Block 7, according to said plat of CRESCENT HEIGHTS SUBDIVISION.



0 5 10 20 30
SCALE: 1" = 20'

SURVEYORS NOTES:

BEARINGS REFERENCED TO THE WEST RIGHT OF WAY LINE VALLEY ROAD AS BEING S00°05'00"E, ACCORDING TO THE PLAT OF CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

THE RE-SUBDIVISION OF BLOCK 7 WAS DONE UNDER AS-BUILT CONDITIONS, WHILE THE RE-SUBDIVISION OF BLOCK 6 WAS DONE UNDER PRE-BUILT CONDITIONS.

●... DENOTES PERMANENT CONTROL POINT (P.C.P.)
■... DENOTES PERMANENT REFERENCE MONUMENT (P.R.M.)

THE SYMBOL (°) MEANS DEGREES
THE SYMBOL (') MEANS MINUTES OR FEET
THE SYMBOL (") MEANS SECONDS

NOTICE:
THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT, THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

COUNTY CLERK CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE PLAT ACT (CHAPTER 71-339, SECTIONS 177.18 THROUGH 177.33) OF THE 1971 ACTS OF THE LEGISLATURE OF FLORIDA AND THE SAME WAS FILED FOR RECORD ON THE 19th DAY OF July, 1990, AND WAS FILED IN PLAT BOOK 12, AT PAGE 30 OF SAID COUNTY.

Newman C. Brackin
NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT
by: Sandra Hudson, D.C.

DEDICATION

CITY OF CRESTVIEW
STATE OF FLORIDA

THE UNDERSIGNED OFFICER OF DELIGHTFUL DWELLINGS, INC., BY AND WITH THE AUTHORITY OF ITS BOARD OF DIRECTORS, DOES HEREBY CONSENT TO THE PLATTING OF THE LANDS AS SHOWN AND DESCRIBED UPON THIS PLAT OF VALLEY TOWNHOMES SUBDIVISION, SAME BEING A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

Allen Cook
WITNESS

Gene Gartman
GENE GARTMAN, PRESIDENT

APPROVAL OF THE CITY COUNCIL

CITY OF CRESTVIEW
STATE OF FLORIDA

WE, TOM SMITH, PRESIDENT OF THE CITY COUNCIL, AND EDWARD M. NEAL, CITY CLERK, BOTH OF THE CITY OF CRESTVIEW, FLORIDA, DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA, MEETING IN REGULAR SESSION ON THE 9th DAY OF April 1990, AND WAS APPROVED BY SAID COUNCIL FOR FILING IN THE PUBLIC RECORDS AND WE WERE INSTRUCTED BY SAID COUNCIL TO DESIGNATE THIS APPROVAL HEREON.

Tom Smith
TOM SMITH - PRESIDENT

Edward M. Neal
EDWARD M. NEAL - CITY CLERK

ACKNOWLEDGEMENT

CITY OF CRESTVIEW
STATE OF FLORIDA

BEFORE ME, A NOTARY PUBLIC IN THE STATE OF FLORIDA, PERSONALLY APPEARED GENE GARTMAN, PRESIDENT OF DELIGHTFUL DWELLINGS, INC., AND HE ACKNOWLEDGED BEFORE ME THAT HE EXECUTED THE FOREGOING INSTRUMENT IN HIS OFFICIAL CAPACITY AS AN ACT AND DEED OF SAID CORPORATION.

WITNESS MY HAND AND SEAL THIS 16 DAY OF July, 1990.

Allen R. Cook
NOTARY PUBLIC
STATE OF FLORIDA
MY COMMISSION EXPIRES 4/24/91

MORTGAGEE'S APPROVAL

FIRST NATIONAL BANK & TRUST, BEING THE HOLDER OF A MORTGAGE ON THE HEREON DESCRIBED PROPERTY, DOES HEREBY CONSENT TO THE SUBDIVISION AND PLATTING OF SAID PROPERTY AND TO THE DEDICATION GIVEN HEREON.

Keith Rowell
KEITH ~~HOWELL~~, VICE-PRESIDENT OF COMMERCIAL LOANS
FIRST NATIONAL BANK & TRUST

TITLE OPINION

IT IS THE OPINION OF OKALOOSA TITLE & ABSTRACT, INC. THAT TITLE TO THE LAND DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN IN THE MORTGAGEE'S APPROVAL.

Allen R. Cook
ALLEN R. COOK, PRESIDENT
OKALOOSA TITLE & ABSTRACT, INC.

SURVEYOR'S CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, KERMIT H. GEORGE, DO HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS AS SHOWN AND DESCRIBED HEREON AND SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT THE SURVEY DATA COMPLIES WITH ALL PROVISIONS OF CHAPTER 177 OF THE FLORIDA STATUTES; THAT P.R.M.'S HAVE BEEN SET AS INDICATED HEREON; THAT P.C.P.'S WILL BE SET AT SUCH TIME WHEN IMPROVEMENTS ARE COMPLETED; AND THAT THIS SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.027 OF FLORIDA STATUTES.

Kermit H. George
KERMIT H. GEORGE
FLORIDA R.L.S - #4150

7-16-90
DATE

Lantern Ridge Subdivision

A SUBDIVISION IN SECTION 16, TOWNSHIP 3 NORTH, RANGE 23 WEST, CITY OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA

UNIT TWO

LEGAL DESCRIPTION: LANTERN RIDGE SUBDIVISION UNIT II

A parcel of land in Section 16, Township 3 North, Range 23 West in Okaloosa County, Florida described as **Commencing** at the Southwest corner of the East half of the Northwest quarter of the Northeast quarter of said section; Thence North 03°-59'-40" West (*Reference Bearing*) along the Easterly Right-of-Way line of Valley Street (a County Road), a distance of 752.63 feet to the Northwest corner of Lantern Ridge, Unit I, as recorded in Plat Book 9, Page 79 of the Official Records; Thence South 83°-14'-40" East along the Northerly line of said Lantern Ridge, Unit I, a distance of 312.78 feet to the Northeast corner of said Unit I and the **POINT OF BEGINNING**; Thence continue South 83°-14'-40" East, 39.25 feet to a point of curvature; Thence Southeasterly, 1967.14 feet along the arc of a curve, concave Southwesterly, having a radius of 1230.00 feet, a central angle of 91°-38'-00", and a chord bearing South 37°-25'-40" East, 1764.10 feet; Thence South 08°-23'-20" West, 177.98 feet to the Northerly Right-of-Way line of U.S. Highway 90; Thence North 81°-36'-40" West along said Northerly Right-of-Way line, a distance of 285.00 feet to the Southeast corner of Crestview Heights First Addition, as recorded in Plat Book 3, Page 74 of the Official Records; Thence along the Northeasterly line of said Crestview Heights First Addition the following courses and distances: Thence North 08°-23'-20" East, 177.98 to a point of curvature; Thence Northwesterly, 1511.34 feet along the arc of a curve, concave Southwesterly, having a radius of 945.00 feet, a central angle of 91°-38'-00"; and a chord bearing North 37°-25'-40" West, 1355.34 feet; Thence North 83°-14'-40" West, 7.04 feet to the East line of said Lantern Ridge, Unit I; Thence departing said Northeasterly line of Crestview Heights First Addition, and continuing along said East line of Lantern Ridge, Unit I, the following courses and distances: Thence North 06°-45'-20" East, 165.00 feet; Thence North 83°-14'-40" West, 32.21 feet; Thence North 06°-45'-20" East, 120.00 feet to the **POINT OF BEGINNING**; Containing 12.68 acres, more or less; All in Section 16, Township 3 North, Range 23 West, Okaloosa County, Florida.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT SPENCER A. HALLBERG DOES HEREBY DEDICATE THE PROPERTY SHOWN HEREON FOR THE PERPETUAL USE AS SHOWN. WITNESS THE NAME AND SEAL OF SAID DEDICATOR.

Spencer A. Hallberg AS OWNER.

ACKNOWLEDGEMENT

BEFORE THE SUBSCRIBER PERSONALLY APPEARED SPENCER A. HALLBERG, AS OWNER, KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE DEDICATION AND ACKNOWLEDGED THEY EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH.

NOTARY PUBLIC Elizabeth L. Dieter
STATE OF FLORIDA, COUNTY OF OKALOOSA

MY COMMISSION EXPIRES October 6, 1991

JOINDER AND CONSENT TO DEDICATION

THE UNDERSIGNED HEREBY CERTIFIES THAT THEY ARE THE HOLDER OF A MORTGAGE, LIEN, OR OTHER ENCUMBRANCE UPON THE PROPERTY DESCRIBED HEREON AND THAT THE UNDERSIGNED HEREBY JOIN IN AND CONSENT TO THE DEDICATION OF THE LANDS DESCRIBED HEREON BY THE OWNER THEREOF, AND AGREES THAT ITS' MORTGAGE, LIEN, OR OTHER ENCUMBRANCE WHICH IS RECORDED IN OFFICIAL RECORD BOOK 1472, PAGES(S) 1451 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA, SHALL BE SUBORDINATED TO THE DEDICATION HEREON.

FIRST BANK OF CRESTVIEW

LUCILLE C. FASSE Lucille C. Fasse ATTEST _____
SENIOR VICE PRESIDENT

ACKNOWLEDGEMENT

BEFORE THE UNDERSIGNED PERSONALLY APPEARED LUCILLE C. FASSE, KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE FOREGOING JOINDER AND CONSENT TO DEDICATION, AND ACKNOWLEDGED HE EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH, THIS 23rd DAY OF September, 1988.

NOTARY PUBLIC Kathryn A. Dalebout
STATE OF FLORIDA, COUNTY OF OKALOOSA

MY COMMISSION EXPIRES July 26, 1991

TITLE OPINION

IT IS THE OPINION OF THE UNDERSIGNED TITLE COMPANY, LICENSED IN THE STATE OF FLORIDA, THAT TITLE TO THE LANDS DESCRIBED HEREON IS IN THE NAMES OF THE DEDICATORS AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON SAID LAND EXCEPT AS SHOWN HEREON, THIS 26 DAY OF September 1988.

Allen R. Cook

ALLEN R. COOK, PRESIDENT
OKALOOSA TITLE & ABSTRACT CO.

CITY COUNCIL APPROVAL CITY OF CRESTVIEW, FLORIDA

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA AND APPROVED BY THEM FOR RECORD, THIS 10th DAY OF October A.D., 1988.

SIGNED BY: Thomas L. Sisk
PRESIDENT

ATTESTED BY: Edward M. Dial
CITY CLERK

COUNTY ENGINEERS CERTIFICATE

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COUNTY ENGINEER OF OKALOOSA COUNTY, FLORIDA AND APPROVED BY HIM ON THE _____ DAY OF _____, 1988.

NOT REQUIRED

DAVID F. HEINRICH
COUNTY ENGINEER

COUNTY CLERK' CERTIFICATE

I, NEWMAN C. BRACKIN, CLERK OF CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA. HEREBY CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177 OF THE FLORIDA STATUES AND WAS FILED FOR RECORD ON THE 26th DAY OF October 1988 AND RECORDED IN PLAT BOOK 11 AT PAGE 46.

Newman C. Brackin by: Don W. Howard, D.C.

NEWMAN C. BRACKIN
CLERK OF CIRCUIT COURT

SURVEYOR'S CERTIFICATE

I, JON A. PROHASKA, HEREBY CERTIFY THAT I PREPARED THIS PLAT AND THAT IT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT P.R.M.'S HAVE BEEN PLACED AS INDICATED HEREON (P.C.P.'S WILL BE SET) AND THAT IT COMPLIES WITH ALL PROVISIONS OF CHAPTER 177, FLORIDA STATUTES, AS WELL AS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

FLORIDA REGISTERED SURVEYOR Jon A. Prohaska DATE 9/22/88
CERTIFICATE NO. 4450

RESTRICTIVE COVENANTS

STATE OF FLORIDA
COUNTY OF OKALOOSA

WHEREAS, Spencer A. Hallberg is the owner of the following described real estate in Okaloosa County, Florida:

LEGAL DESCRIPTION: *LANTERN RIDGE SUBDIVISION UNIT II*

A parcel of land in Section 16, Township 3 North, Range 23 West in Okaloosa County, Florida described as Commencing at the Southwest corner of the East half of the Northwest quarter of the Northeast quarter of said section; Thence North 03°-59'-40" West (Reference Bearing) along the Easterly Right-of-Way line of Valley Street (a County Road), a distance of 752.63 feet to the Northwest corner of Lantern Ridge, Unit I, as recorded in Plat Book 9, Page 79 of the Official Records; Thence South 83°-14'-40" East along the Northerly line of said Lantern Ridge, Unit I, a distance of 312.78 feet to the Northeast corner of said Unit I and the POINT OF BEGINNING; Thence continue South 83°-14'-40" East, 39.25 feet to a point of curvature; Thence Southeasterly, 1967.14 feet along the arc of a curve, concave Southwesterly, having a radius of 1230.00 feet, a central angle of 91°-38'-00", and a chord bearing South 37°-25'-40" East, 1764.10 feet; Thence South 08°-23'-20" West, 177.98 feet to the Northerly Right-of-Way line of U.S. Highway 90; Thence North 81°-36'-40" West along said Northerly Right-of-Way line, a distance of 285.00 feet to the Southeast corner of Crestview Heights First Addition, as recorded in Plat Book 3, Page 74 of the Official Records; Thence along the Northeasterly line of said Crestview Heights First Addition the following courses and distances: Thence North 08°-23'-20" East, 177.98 to a point of curvature; Thence Northwesterly, 1511.34 feet along the arc of a curve, concave Southwesterly, having a radius of 945.00 feet, a central angle of 91°-38'-00", and a chord bearing North 37°-25'-40" West, 1355.34 feet; Thence North 83°-14'-40" West, 7.04 feet to the East line of said Lantern Ridge, Unit I; Thence departing said Northeasterly line of Crestview Heights First Addition, and continuing along said East line of Lantern Ridge, Unit I, the following courses and distances: Thence North 06°-45'-20" East, 165.00 feet; Thence North 83°-14'-40" West, 32.21 feet; Thence North 06°-45'-20" East, 120.00 feet to the POINT OF BEGINNING; Containing 12.68 acres, more or less; All in Section 16, Township 3 North, Range 23 West, Okaloosa County, Florida.

WHEREAS, the said owners desire to restrict the above described property so as to enhance the value of the property restricted:

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS, that Spencer A. Hallberg does hereby encumber and restrict all of the real estate described above with the following restrictive covenants and conditions:

1. The above described property shall be used solely for residential purposes and shall not be used for any commercial or business purpose of any kind or character. No structures shall be erected, altered, placed or permitted to remain on any lot other than one detached single-family dwellings. Residence, permitted outbuildings and accessory buildings shall be set back at least 20 feet from front line and shall be no closer than 25 feet to the rear line and no closer than 8 feet to side line.

2. No one-story residential structure shall be erected with the ground floor area of the main structure containing less than 900 square feet of living area. Square footage of living area shall be exclusive of carports, garages and porches. No structure shall be erected on any lot nearer than City restrictions permit. In the event of a corner lot, the owner shall have the privilege of designating which street is the front lot line. All dwellings shall face in the same general direction as other dwellings on the same street on the same block except that dwellings on corner lots may face either street or may face diagonally to the corner.

3. All homes in this subdivision are to constructed only of brick, block, wood, stone or a combination thereof. Homes of concrete block shall be stuccoed and painted. Only newly constructed dwellings shall be placed on this property. Vinyl and Masonite siding may also be used.

4. The lots in this subdivision are being developed as individual residential parcels and, although it shall be permitted to combine lots thereof for building purposes, no such combined plat of less than City Zoning requirements shall be used for building purposes. Any lot shown on the subdivision plat may be in and of itself a building parcel.

5. No trailer, house trailer, basement, tent, shack, garage, or other outbuilding shall at any time be used as a residence.

6. Any violation hereof may be waived by the undersigned, provided they determine that the violation is minor and does not adversely affect the value, utility or enjoyment of any other lot in the subdivision.

7. Granter reserves for itself easements for the installation and maintenance of utilities and drainage facilities over side and rear five feet of each lot and reserves the right to grant to others such easements.

8. Invalidation of any one of these covenants by judgment or court order shall in no way affect any of the other provisions which shall remain in full force and effect.

9. These covenants shall run with the land and be effective for a period of 30 years from this date and shall be binding on any and all lots and plots in this subdivision and on all parties and all persons claiming under them.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 23 day of SEPTEMBER 1988

Spencer A. Hallberg
Spencer A. Hallberg

Signed sealed and delivered in the presence of:

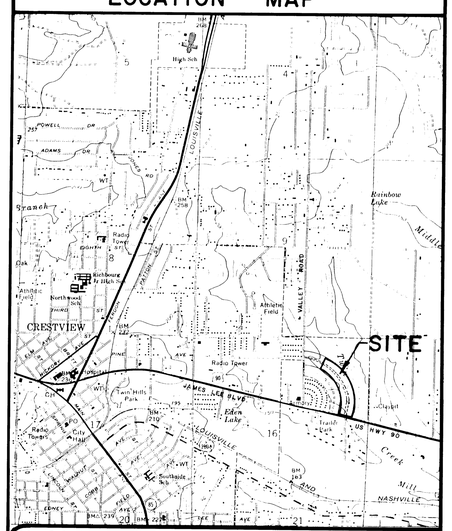
Haskell S. Cartright
Scott A. Van Dyke

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 23 day of SEPTEMBER 1988, Spencer A. Hallberg, owner.

Elizabeth L. Dieter
NOTARY PUBLIC
MY COMMISSION EXPIRES: October 6, 1991

LOCATION MAP



PREPARED BY

CHOCTAW ENGINEERING, INC.
Engineers, Land Planners, Surveyors
112 Truxton Avenue
Fort Walton Beach, Florida 32548

JOB: 88-44

LANTERN RIDGE S/D UNIT TWO
SHEET 1 OF 2 JOB NO. 88-44

M-191

Lantern Ridge Subdivision

A SUBDIVISION IN SECTION 16, TOWNSHIP 3 NORTH, RANGE 23 WEST, CITY OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA

UNIT TWO

PREPARED BY

CHOCTAW ENGINEERING, INC.
Engineers, Land Planners, Surveyors
112 Truxton Avenue
Fort Walton Beach, Florida 32548

PLAT NORTH

0 10 50 100

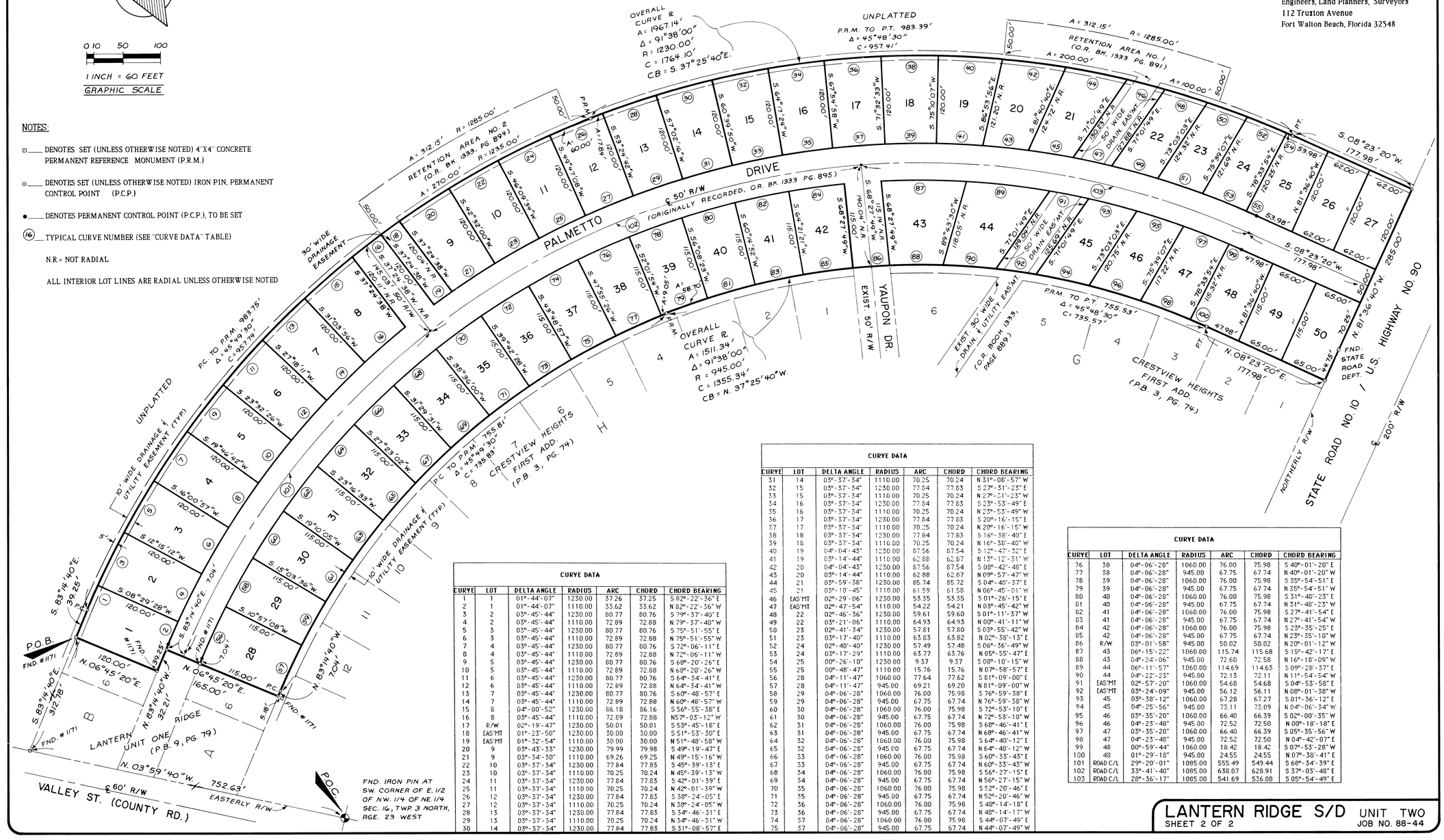
1 INCH = 60 FEET
GRAPHIC SCALE

NOTES:

- ⊡ ___ DENOTES SET (UNLESS OTHERWISE NOTED) 4"X4" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.)
- ⊙ ___ DENOTES SET (UNLESS OTHERWISE NOTED) IRON PIN, PERMANENT CONTROL POINT (P.C.P.)
- ● ___ DENOTES PERMANENT CONTROL POINT (P.C.P.), TO BE SET
- (16) ___ TYPICAL CURVE NUMBER (SEE "CURVE DATA" TABLE)

N.R. = NOT RADIAL

ALL INTERIOR LOT LINES ARE RADIAL UNLESS OTHERWISE NOTED



CURVE DATA

CURVE	LOT	DELTA ANGLE	RADIUS	ARC	CHORD	CHORD BEARING
1	1	01°-44'-07"	1230.00	37.26	37.25	S 82°-22'-36" E
2	1	01°-44'-07"	1110.00	33.62	33.62	N 82°-22'-36" W
3	2	03°-45'-44"	1230.00	80.77	80.76	S 79°-37'-40" E
4	2	03°-45'-44"	1110.00	72.89	72.88	N 79°-37'-40" W
5	3	03°-45'-44"	1230.00	80.77	80.76	S 75°-51'-55" E
6	3	03°-45'-44"	1110.00	72.89	72.88	N 75°-51'-55" W
7	4	03°-45'-44"	1230.00	80.77	80.76	S 72°-06'-11" E
8	4	03°-45'-44"	1110.00	72.89	72.88	N 72°-06'-11" W
9	5	03°-45'-44"	1230.00	80.77	80.76	S 68°-20'-26" E
10	5	03°-45'-44"	1110.00	72.89	72.88	N 68°-20'-26" W
11	6	03°-45'-44"	1230.00	80.77	80.76	S 64°-34'-41" E
12	6	03°-45'-44"	1110.00	72.89	72.88	N 64°-34'-41" W
13	7	03°-45'-44"	1230.00	80.77	80.76	S 60°-48'-57" E
14	7	03°-45'-44"	1110.00	72.89	72.88	N 60°-48'-57" W
15	8	04°-00'-52"	1230.00	86.18	86.16	S 56°-55'-38" E
16	8	03°-45'-44"	1110.00	72.89	72.88	N57°-03'-12" W
17	R/W	02°-19'-47"	1230.00	50.01	50.01	S 53°-45'-18" E
18	EAS'MT	01°-23'-50"	1230.00	30.00	30.00	S 51°-53'-30" E
19	EAS'MT	01°-32'-54"	1110.00	30.00	30.00	N 51°-48'-58" W
20	9	03°-43'-33"	1230.00	79.99	79.98	S 49°-19'-47" E
21	9	03°-34'-30"	1110.00	69.26	69.25	N 49°-15'-16" W
22	10	03°-37'-34"	1230.00	77.84	77.83	S 45°-39'-13" E
23	10	03°-37'-34"	1110.00	70.25	70.24	N 45°-39'-13" W
24	11	03°-37'-34"	1230.00	77.84	77.83	S 42°-01'-39" E
25	11	03°-37'-34"	1110.00	70.25	70.24	N 42°-01'-39" W
26	12	03°-37'-34"	1230.00	77.84	77.83	S 38°-24'-05" E
27	12	03°-37'-34"	1110.00	70.25	70.24	N 38°-24'-05" W
28	13	03°-37'-34"	1230.00	77.84	77.83	S 34°-46'-31" E
29	13	03°-37'-34"	1110.00	70.25	70.24	N 34°-46'-31" W
30	14	03°-37'-34"	1230.00	77.84	77.83	S 31°-08'-57" E
31	14	03°-37'-34"	1110.00	70.25	70.24	N 31°-08'-57" W
32	15	03°-37'-34"	1230.00	77.84	77.83	S 27°-31'-23" E
33	15	03°-37'-34"	1110.00	70.25	70.24	N 27°-31'-23" W
34	16	03°-37'-34"	1230.00	77.84	77.83	S 23°-53'-49" E
35	16	03°-37'-34"	1110.00	70.25	70.24	N 23°-53'-49" W
36	17	03°-37'-34"	1230.00	77.84	77.83	S 20°-16'-15" E
37	17	03°-37'-34"	1110.00	70.25	70.24	N 20°-16'-15" W
38	18	03°-37'-34"	1230.00	77.84	77.83	S 16°-38'-40" E
39	18	03°-37'-34"	1110.00	70.25	70.24	N 16°-38'-40" W
40	19	04°-04'-45"	1230.00	87.56	87.54	S 12°-47'-32" E
41	19	03°-14'-44"	1110.00	62.88	62.87	N 13°-12'-31" W
42	20	04°-04'-43"	1230.00	87.56	87.54	S 08°-42'-48" E
43	20	03°-14'-44"	1110.00	62.88	62.87	N 09°-57'-47" W
44	21	03°-59'-38"	1230.00	85.74	85.72	S 04°-40'-37" E
45	21	03°-10'-45"	1110.00	61.59	61.58	N 06°-45'-01" W
46	EAS'MT	02°-29'-06"	1230.00	53.35	53.35	S 01°-26'-15" E
47	EAS'MT	02°-47'-54"	1110.00	54.22	54.21	N 03°-45'-42" W
48	22	02°-46'-36"	1230.00	59.61	59.60	S 01°-11'-37" W
49	22	03°-21'-06"	1110.00	64.93	64.93	N 00°-41'-11" W
50	23	02°-41'-34"	1230.00	57.81	57.80	S 03°-55'-42" W
51	23	03°-17'-40"	1110.00	63.85	63.82	N 02°-36'-13" E
52	24	02°-40'-40"	1230.00	57.49	57.48	S 06°-36'-49" W
53	24	03°-17'-29"	1110.00	63.77	63.76	N 05°-55'-47" E
54	25	00°-26'-10"	1230.00	9.37	9.37	S 08°-10'-15" W
55	25	00°-48'-47"	1110.00	15.76	15.76	N 07°-58'-57" E
56	28	04°-11'-47"	1060.00	77.64	77.62	S 81°-09'-00" E
57	28	04°-11'-47"	945.00	69.21	69.20	N 81°-09'-00" W
58	29	04°-06'-28"	1060.00	76.00	75.98	S 76°-59'-38" E
59	29	04°-06'-28"	945.00	67.75	67.74	N 76°-59'-38" W
60	30	04°-06'-28"	1060.00	76.00	75.98	S 72°-53'-10" E
61	30	04°-06'-28"	945.00	67.75	67.74	N 72°-53'-10" W
62	31	04°-06'-28"	1060.00	76.00	75.98	S 68°-46'-41" E
63	31	04°-06'-28"	945.00	67.75	67.74	N 68°-46'-41" W
64	32	04°-06'-28"	1060.00	76.00	75.98	S 64°-40'-12" E
65	32	04°-06'-28"	945.00	67.75	67.74	N 64°-40'-12" W
66	33	04°-06'-28"	1060.00	76.00	75.98	S 60°-33'-43" E
67	33	04°-06'-28"	945.00	67.75	67.74	N 60°-33'-43" W
68	34	04°-06'-28"	1060.00	76.00	75.98	S 56°-27'-15" E
69	34	04°-06'-28"	945.00	67.75	67.74	N 56°-27'-15" W
70	35	04°-06'-28"	1060.00	76.00	75.98	S 52°-20'-46" E
71	35	04°-06'-28"	945.00	67.75	67.74	N 52°-20'-46" W
72	36	04°-06'-28"	1060.00	76.00	75.98	S 48°-14'-18" E
73	36	04°-06'-28"	945.00	67.75	67.74	N 48°-14'-17" W
74	37	04°-06'-28"	1060.00	76.00	75.98	S 44°-07'-49" E
75	37	04°-06'-28"	945.00	67.75	67.74	N 44°-07'-49" W
76	38	04°-06'-28"	1060.00	76.00	75.98	S 40°-01'-20" E
77	38	04°-06'-28"	945.00	67.75	67.74	N 40°-01'-20" W
78	39	04°-06'-28"	1060.00	76.00	75.98	S 35°-54'-51" E
79	39	04°-06'-28"	945.00	67.75	67.74	N 35°-54'-51" W
80	40	04°-06'-28"	1060.00	76.00	75.98	S 31°-48'-23" E
81	40	04°-06'-28"	945.00	67.75	67.74	N 31°-48'-23" W
82	41	04°-06'-28"	1060.00	76.00	75.98	S 27°-41'-54" E
83	41	04°-06'-28"	945.00	67.75	67.74	N 27°-41'-54" W
84	42	04°-06'-28"	1060.00	76.00	75.98	S 23°-35'-25" E
85	42	04°-06'-28"	945.00	67.75	67.74	N 23°-35'-10" W
86	R/W	03°-01'-58"	945.00	50.02	50.02	N 20°-01'-12" W
87	43	06°-15'-22"	1060.00	115.74	115.68	S 15°-42'-17" E
88	43	04°-24'-06"	945.00	72.60	72.58	N 16°-18'-09" W
89	44	06°-11'-57"	1060.00	114.69	114.63	S 09°-28'-37" E
90	44	04°-22'-23"	945.00	72.13	72.11	N 11°-54'-54" W
91	EAS'MT	02°-57'-20"	1060.00	54.68	54.68	S 04°-53'-58" E
92	EAS'MT	03°-24'-09"	945.00	56.12	56.11	N 08°-01'-38" W
93	45	03°-38'-12"	1060.00	67.28	67.27	S 01°-36'-12" E
94	45	04°-25'-56"	945.00	73.11	73.09	N 04°-06'-34" W
95	46	03°-35'-20"	1060.00	66.40	66.39	S 02°-00'-35" W
96	46	04°-23'-48"	945.00	72.52	72.50	N 00°-18'-18" E
97	47	03°-35'-20"	1060.00	66.40	66.39	S 05°-35'-56" W
98	47	04°-23'-48"	945.00	72.52	72.50	N 04°-42'-07" E
99	48	00°-59'-44"	1060.00	18.42	18.42	S 07°-53'-28" W
100	48	01°-29'-18"	945.00	24.55	24.55	N 07°-38'-41" E
101	ROAD C/L	29°-20'-01"	1085.00	555.49	549.44	S 68°-34'-39" E
102	ROAD C/L	33°-41'-40"	1085.00	638.07	628.91	S 37°-03'-48" E
103	ROAD C/L	28°-36'-17"	1085.00	541.69	536.08	S 05°-54'-49" E

LANTERN RIDGE S/D UNIT TWO
SHEET 2 OF 2
JOB NO. 88-44

M-191

Lantern Ridge - 11

LANTERN RIDGE SUBDIVISION
UNIT ONE

A SUBDIVISION IN SECTION 16, TOWNSHIP 3 NORTH, RANGE 23 WEST, OKALOOSA COUNTY, FLORIDA
CITY OF CRESTVIEW, FLORIDA

COUNTY CLERK'S CERTIFICATE

I, NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177 OF THE FLORIDA STATUTES, AND WAS FILED FOR RECORD ON THE 25 DAY OF March, 1984 IN PLAT BOOK 9, AT PAGE 79.

Newman C. Brackin
CLERK OF THE CIRCUIT COURT
by: Geri W. Tarsaidis, D.C.

CITY COUNCIL APPROVAL

CITY OF CRESTVIEW, FLORIDA

WE, WILLIE M. JACKSON, PRESIDENT OF THE CITY COUNCIL, AND EDWARD M. NEAL, CITY CLERK, BOTH OF THE CITY OF CRESTVIEW, FLORIDA, DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA, MEETING IN REGULAR SESSION ON THE ____ DAY OF _____, 198 , AND WAS APPROVED BY SAID COUNCIL FOR FILING IN THE PUBLIC RECORDS AND WE ARE INSTRUCTED BY SAID COUNCIL TO DESIGNATE THIS APPROVAL HEREON.

Willie M. Jackson
WILLIE M. JACKSON, PRESIDENT, CITY COUNCIL

Edward M. Neal
EDWARD M. NEAL, CITY CLERK

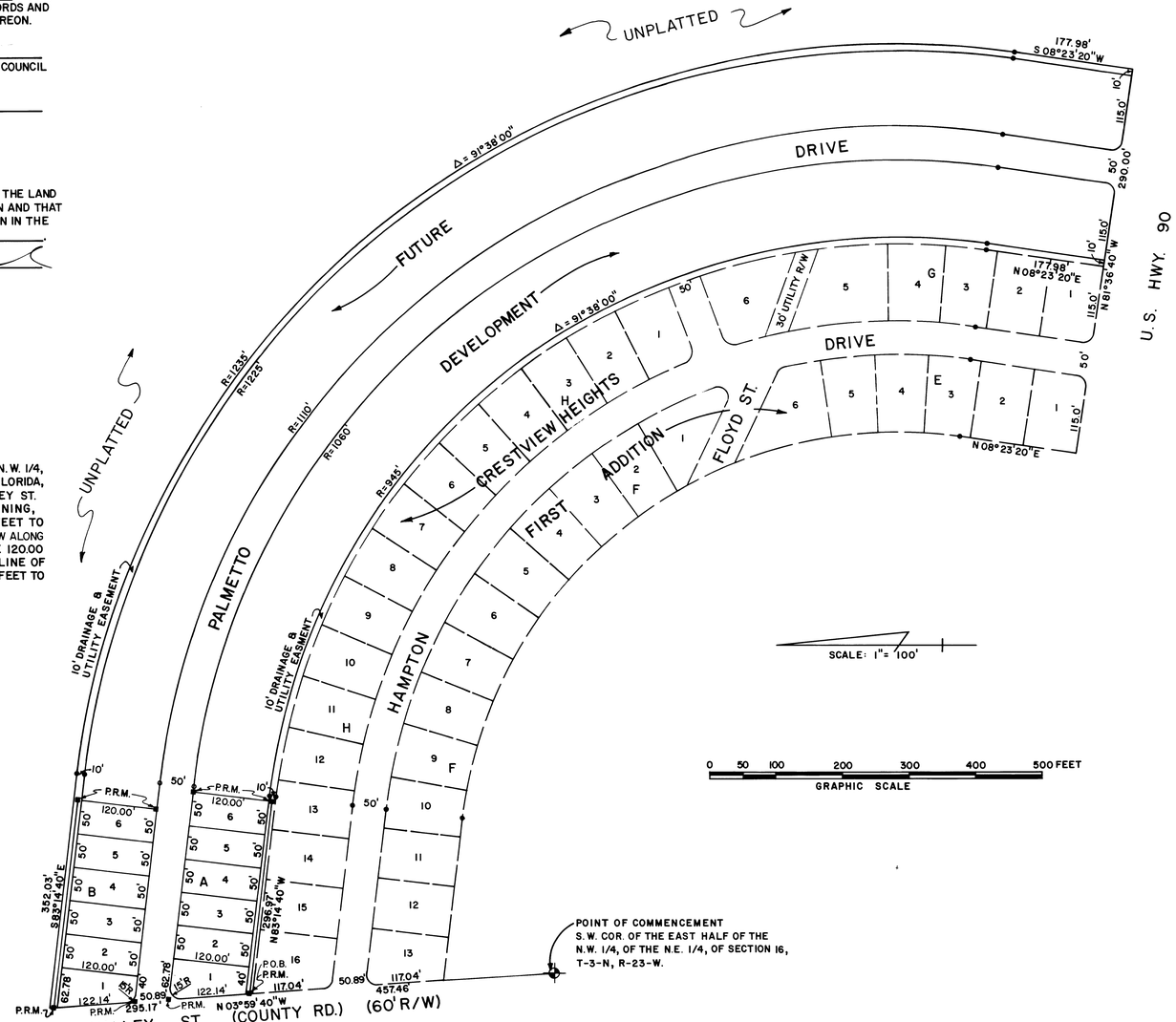
TITLE OPINION

IT IS THE OPINION OF THE UNDERSIGNED ~~TITLE COMPANY~~ ATTORNEY, THAT TITLE TO THE LAND DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND EXCEPT AS SHOWN IN THE DEDICATION. OPINION BASED ON Title Search.

MICHAEL Wm MEAD

DESCRIPTION

COMMENCE AT THE SOUTHWEST CORNER, OF THE EAST HALF, OF THE N.W. 1/4, OF THE N.E. 1/4, OF SECTION 16, T-3-N, R-23-W, OKALOOSA COUNTY, FLORIDA, THENCE N 03°59'40"W ALONG THE EAST RIGHT OF WAY LINE OF VALLEY ST. (A COUNTY ROAD) A DISTANCE OF 457.46 FEET TO THE POINT OF BEGINNING, THENCE S 83°14'40"E 290.00 FEET, THENCE N 06°45'20"E 170.00 FEET TO THE NORTH RIGHT OF WAY LINE OF PALMETTO DRIVE, THENCE N83°14'40"W ALONG SAID RIGHT OF WAY A DISTANCE OF 32.28 FEET, THENCE N06°45'20"E 120.00 FEET, THENCE N 83°14'40"W 312.78 FEET TO THE EAST RIGHT OF WAY LINE OF VALLEY ST., THENCE S 03°59'40"E ALONG SAID RIGHT OF WAY 295.17 FEET TO THE POINT OF BEGINNING.



DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT SPENCER A. HALLBERG, OWNER, OF DESTIN, FLORIDA, DO HEREBY DEDICATE TO THE PUBLIC, IN FEE SIMPLE, ALL STREETS, ROADS, AND THOROUGHFARES SHOWN HEREON.

WITNESS THE NAMES AND SEALS OF SAID PERSONS:

Spencer A. Hallberg — SPENCER A. HALLBERG
Eugene H. Elza — WITNESS
John J. Stanley — WITNESS

ACKNOWLEDGEMENT

STATE OF FLORIDA, COUNTY OF OKALOOSA

BEFORE THE SUBSCRIBER PERSONALLY APPEARED SPENCER A. HALLBERG, OWNER, KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE DEDICATION AND ACKNOWLEDGED HE EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH.

Sara A. Griffin
NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES 9-25-89

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, THAT THE SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION, THAT PERMANENT REFERENCE MONUMENTS (P.R.M.) HAVE BEEN PLACED AS SHOWN, AND THE SURVEY DATA COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 117 OF THE FLORIDA STATUTES.
ALSO THIS PLAT MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.07 OF THE FLORIDA STATUTES.

LAVERTE ROGERS
REG. LAND SURVEYOR
STATE OF FLORIDA

NOTES

1. THE SIGN ■ INDICATES PERMANENT REFERENCE MONUMENT (P.R.M.).
2. THE SIGN (°) INDICATES DEGREES, THE SIGN (') INDICATES FEET OR MINUTES, AND THE SIGN (") INDICATES SECONDS.
3. BEARINGS BASED ON PLAT OF CRESTVIEW HEIGHTS – FIRST ADDITION.
4. ADJACENT 5 FEET OF DRAINAGE AND UTILITY EASEMENT BELONGS TO CORRESPONDING LOT.

LANTERN RIDGE SUBDIVISION
UNIT ONE
PLAT BOOK 9 PAGE 79

DEDICATION

STATE OF FLORIDA
County of Okaloosa

The undersigned Corporation duly organized under the Laws of the State of Florida, owners of the Real Property included in this Plat does hereby authorize the same to be recorded in the Public Records of Okaloosa County, Florida and does hereby dedicate Street's, Alleys, and other Public Places here shown, to the Public, does hereby warrant that it is the owner of Land here shown platted with full authority to authorize recording of the same.

In witness ware of said Corporation has caused its name to be hereunto subscribed and its Corporate Seal to be affixed by its authorized Officers.

PADGETT HOMES INCORPORATED

H. L. Sudduth, President

J. R. Sudduth, Ass. Secretary

ACKNOWLEDGEMENT

STATE OF FLORIDA
County of Okaloosa

Before me this day personally appeared H. L. Sudduth and J. R. Sudduth, President and Ass. Secretary respectively of the above named Corporation and acknowledged that they executed above dedication for the uses and purposes therein stated.

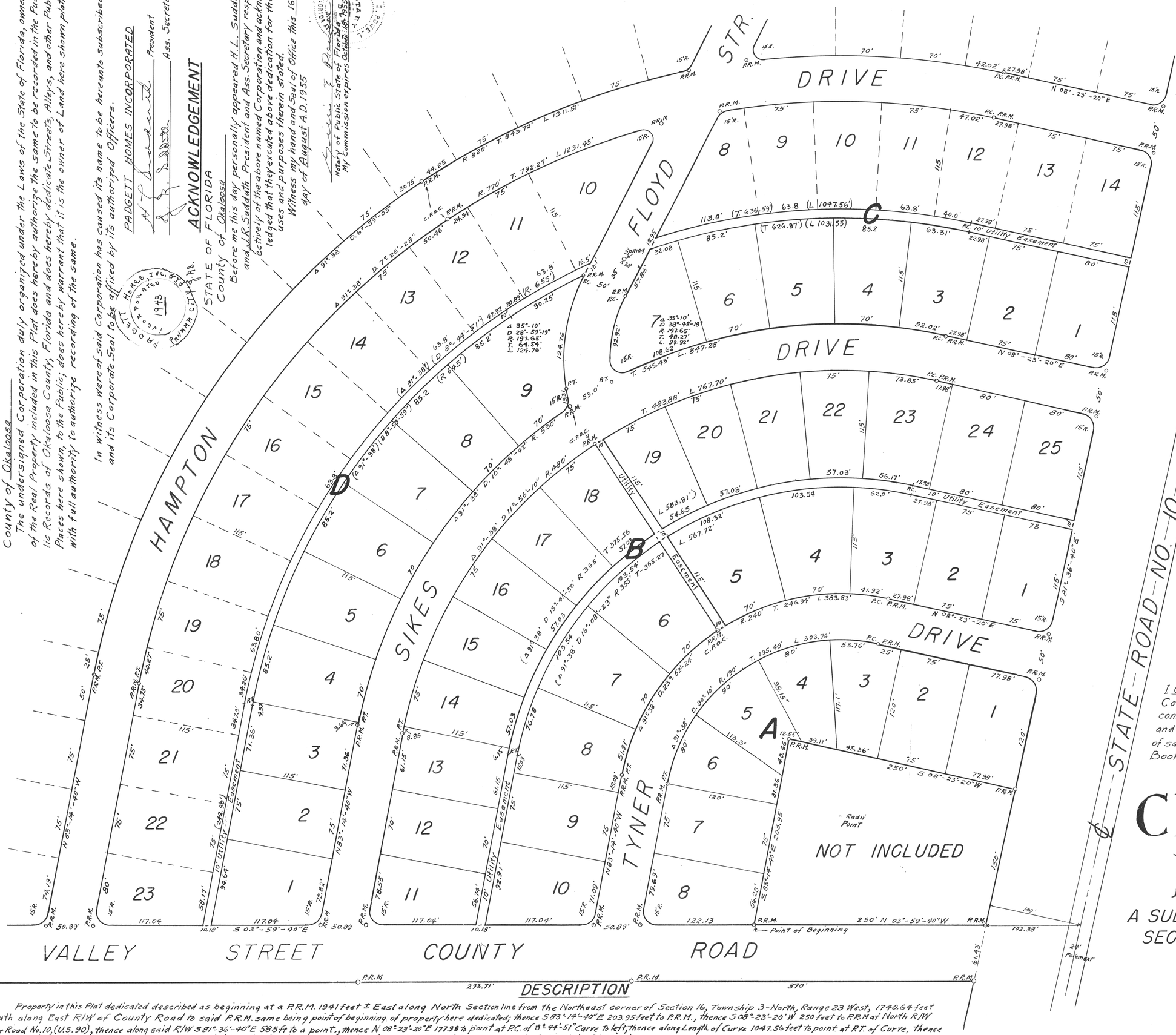
Witness my hand and Seal of Office this 16th day of August A.D. 1955

Notary Public State of Florida
My Commission expires October 19, 1957

PADGETT HOMES INC. 1943

(BK. 2 PG. 95)

(RESTRICTIVE COVENANTS)



SURVEYOR'S CERTIFICATE

I B.B. Murphy the Surveyor of this Plat do certify that I have surveyed and subdivided the land shown here on and that Permanent Refference Monuments indicated (P.R.M.) have been placed there on as required by Plat Act Chapter 10275, 1925 Acts of Legislature of Florida; that survey and plat are true and correct to best of my knowledge and beleif

B.B. Murphy
Surveyor No. 1039

COMMISSIONER'S APPROVAL

This certifies that this Plat was presented to the Board of County Commissioners of Okaloosa County, Florida and approved by them for placeing in Public Records of said County

Done at a Regular meeting of said Board on the 13th day of September A.D. 1955

L. Barnes
C. Stegman
C. Stegman
M. C. King
Grady Garrett
W. S. Stone

CLERK'S FILING CERTIFICATE

I Cecil L. Anchors Clerk of the Circuit Court of Okaloosa County, Florida do hereby certify that this foregoing Plat conforms with chapter 10275 Laws of the State of Florida and was filed in my office and placed in Public Records of said County on 13 day of September A.D. 1955 in Plat Book No 2 at Page No. 95

Cecil L. Anchors
Clerk of the Circuit Court

CRESTVIEW HEIGHTS

A SUBDIVISION OF; A PORTION OF; SECTION 16, TWP. 3-N, RNG. 23-W

SCALE; ONE INCH = 50FT.

SURVEYED BY; B.B. MURPHY
DRAWN BY; T. B. ROSE

DESCRIPTION

Property in this Plat dedicated described as beginning at a P.R.M. 1941 feet ± East along North Section line from the Northeast corner of Section 16, Township 3-North, Range 23 West, 1790.64 feet South along East R/W of County Road to said P.R.M. same being point of beginning of property here dedicated; thence S 83°-14'-40"E 203.95 feet to P.R.M., thence S 08°-23'-20"W 250 feet to P.R.M at North R/W State Road No. 10, (U.S. 90), thence along said R/W S 81°-36'-40"E 585 ft to a point, thence N 08°-23'-20"E 177.98 to point at P.C. of 8°-44'-51" Curve to left; thence along Length of Curve 1047.56 feet to point at P.T. of Curve, thence North 83°-14'-40" W 242.90 feet to point at East R/W County Road, thence on a bearing S 03°-59'-40"E run 595.40 feet to point of beginning.

DEDICATION

STATE OF FLORIDA
COUNTY OF OKALOOSA

Know all men by these presents, that Crescent Heights, Inc., a corporation organized and existing in the State of Florida, the owners of the land shown on this plat, does hereby subdivide this property as shown and dedicates to public use all streets and roads shown hereon, reserving unto itself or assigns all rights of reversion should it be vacated in accordance with law.

In witness whereof, Crescent Heights, Inc., has caused this plat to be signed by its president, attested by its secretary and affixed its corporate seal this 5th day of Nov., 1955.

CRESCENT HEIGHTS, INC.

Witnesses:
Darlis E. Blakely
Darlis E. Blakely

John F. Campbell, President
Jean M. Campbell, Secretary

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

Before me personally appeared John F. Campbell and Jean M. Campbell, known to me to be president and secretary respectively of Crescent Heights, Inc., and acknowledged that they did execute the foregoing dedication for the uses and purposes set forth therein.

Given under my hand and seal this 5th day of Nov., 1955.

Darlis E. Blakely
Notary Public
State of Florida at Large

My commission expires 6/1, 1957

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this plat was presented to the Board of County Commissioners of Okaloosa County, Florida, and was approved by them for record this 1st day of Nov., 1955.

L. Barnes, Chairman
_____, Member
_____, Member
_____, Member
_____, Member

FILING CERTIFICATE

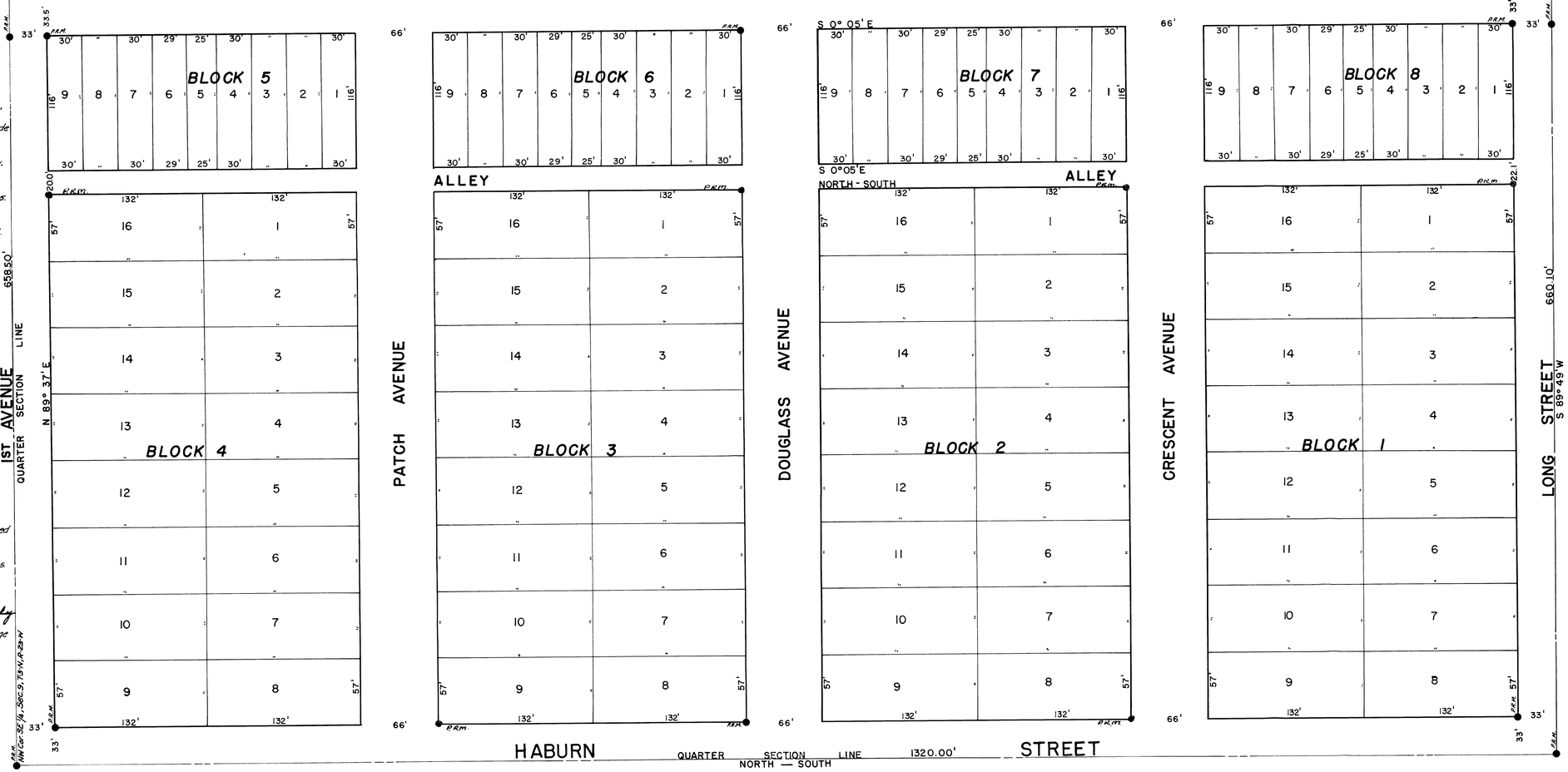
I, Cecil W. Anchors, Clerk of Circuit Court of Okaloosa County, Florida do hereby certify that this plat conforms to the provisions of Chapter 10275, Laws of Florida, Acts of 1925, and was hereby filed in the Official County Records on the 7th day of Nov., 1955, in Plat Book 2 on page 101.

(Seal) Cecil W. Anchors
Clerk of Circuit Court

SURVEYOR'S CERTIFICATE

I, John C. Sims, Jr., do hereby certify that I supervised the survey of the land shown hereon, and that permanent reference marks, shown P.R.M., were placed as required by Chapter 10275, Laws of Florida, Acts of 1925.

John C. Sims, Jr.
Registered Surveyor No. 539
State of Florida



DESCRIPTION OF PROPERTY

Using the concrete monument at the Northwest corner of the Southeast Quarter of Section 9, Township 3 North, Range 23 West as a point of beginning, go N 89° 37' E a distance of 658.50 feet along the quarter section line to a point; thence, S 0° 05' E a distance of 1320.00 feet to a point; thence, S 89° 49' W a distance of 660.10 feet to a concrete monument; thence, North a distance of 1320.00 feet along the quarter section line to a concrete monument and the point of beginning, all being the West Half of the Northwest Quarter of the Southeast Quarter of Section 9, T-3N, R-23-W, Okaloosa Co., Fla.

CRESCENT HEIGHTS

A SUBDIVISION OF THE WEST HALF OF THE NORTH-WEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 NORTH, RANGE 23 WEST OKALOOSA CO., FLA.

SCALE: 1 INCH = 50 FEET

OCTOBER, 1955

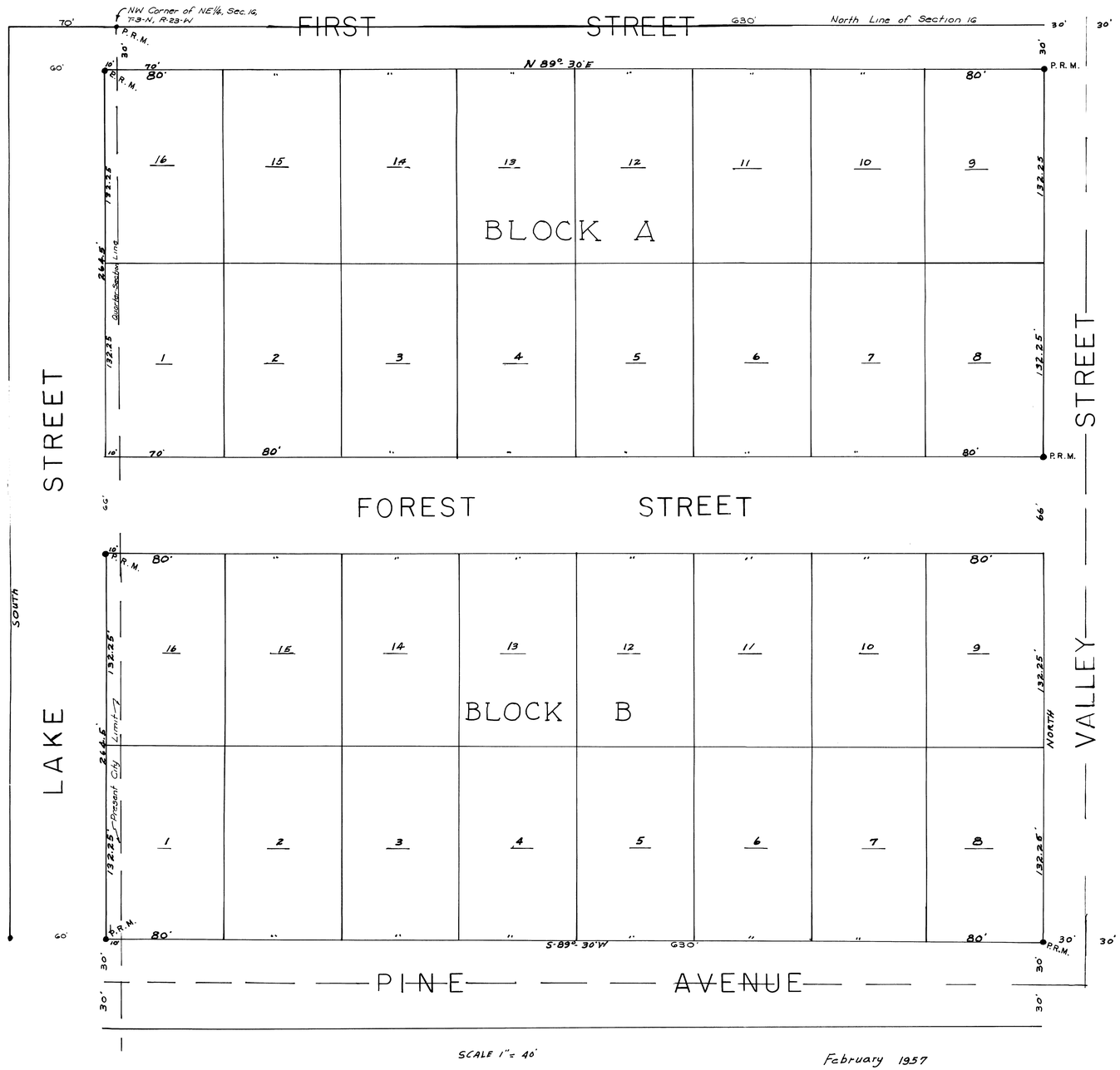
CRESCENT HEIGHTS
2-101

2-141

lakeview

LAKEVIEW SUBDIVISION

A PORTION OF THE N.E. QUARTER OF THE N.W. 1/4 AND THE N.W. QUARTER OF THE N.E. 1/4 OF SECTION 16, T-3-N, R-23-W, OKALOOSA COUNTY, FLORIDA



SCALE 1" = 40'

February 1957

BK. 2, PG. 141

DEDICATION

STATE OF FLORIDA
COUNTY OF OKALOOSA

The undersigned HAMPTON C. Reece and Wife Mildred F. Reece Owners of Land in this plat do authorize said Plat be recorded in Public Records of this County. Do hereby dedicate to the Public all Roads, Streets and other public places shown on this Plat.

Witnesses: William D. Barnes
Mary Powell

Hampton C. Reese Seal
Mildred F. Reece Seal

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

Before me personally appeared Hampton C. Reece and Wife Mildred F. Reece, To me well known and acknowledged this Plat For the uses and purposes Setforth Therein.

Given under my hand and seal This 14 day of May, 1957

Cecil W. Anchors
Clerk Circuit Court — Notary Public State of Fla at Large

My commission expires _____ 19

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this Plat was presented to the Board of County Commissioners of Okaloosa County, Florida, and was approved by them for record this 14 day of May, 1957.

W. S. Glenn — Chairman
W. F. Hennings — Member
M. C. Nugent — Member
Brady Hobart — Member
L. Barnes — Member

FILING CERTIFICATE

I, Cecil W. Anchors, Clerk of Circuit Court of Okaloosa County, Florida. do hereby certify That this plat conforms to the provisions of Chapter 10275, Laws of Florida, Acts of 1925, and is hereby filed in the Official County Records on the 14th day of May, 1957, in Plat Book 2 on Page 141

(Seal) Cecil W. Anchors
Clerk of Circuit Court

SURVEYOR'S CERTIFICATE

I, John W. Grice, do hereby certify that I Supervised the Survey of the lands, Shown hereon, and that permanent reference marks, Shown P.R.M. were placed as required by Chapter 10275, Acts of 1925, Laws of Florida.

John W. Grice
Registered Surveyor 1179
State of Florida

APPROVAL OF CITY COUNCIL

This is certify that this plat was pecsented to The City Council of Crestview, Florida. and Was approved by Them For Record This ____ day Of ____ 1957.

_____ Mayor
_____ Clerk

DESCRIPTION

Beginning at a concrete monument at the NW Corner of the NE¼ of Section 16, T-3-N, R-23-W, run N 89°30' E along the North line of said Section a distance of 630 feet to a point; thence South a distance of 625 feet to a concrete monument; thence, S 89°30' W a distance of 700 feet to a concrete monument; thence North a distance of 625 feet to a point on the North line of said Section; thence, N 89°30' E a distance of 70 feet to the Point of Beginning, all being a portion of the NE¼ of NE¼ of NW¼ and the NW¼ of NW¼ of NE¼ of Sec. 16, T-3-N, R-23-W, Okaloosa County, Florida.

CRESCENT HEIGHTS

REPLAT

CITY OF CRESTVIEW, OKALOOSA COUNTY

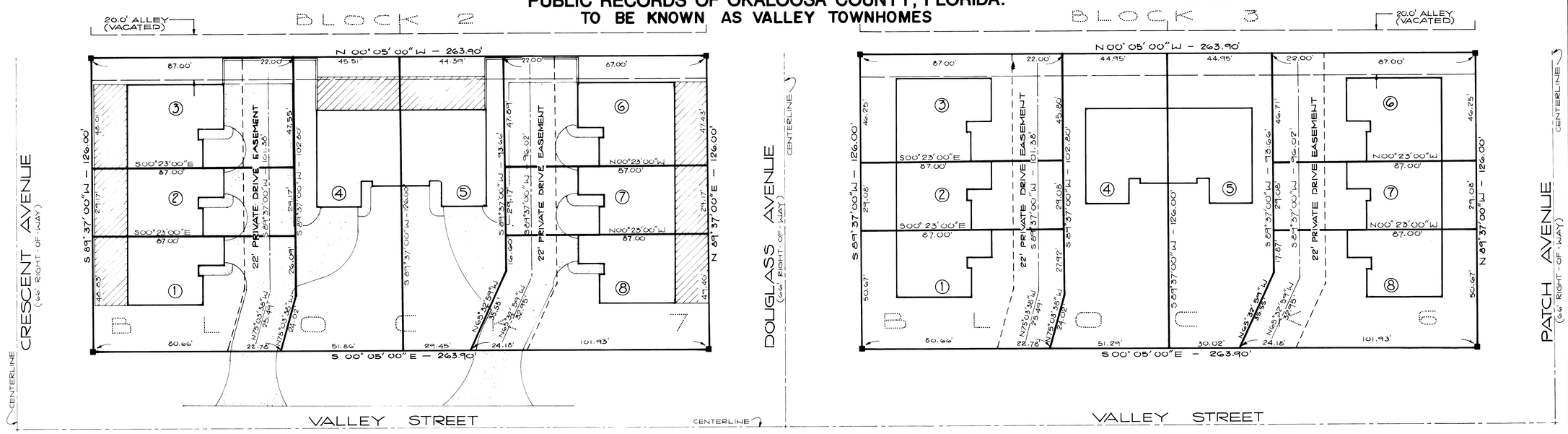
ZONED: R 2

A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
TO BE KNOWN AS VALLEY TOWNHOMES

TRACT DESCRIPTION:

Lots 1 through 9, both inclusive, Block 6, and Lots 1 through 9, both inclusive, Block 7, CRESCENT HEIGHTS SUBDIVISION, according to the plat thereof on file in Plat Book 2, Page 101, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida.

TOGETHER WITH the East 10.00 feet of that certain alley adjoining and parallel to the West boundary of Block 6 & Block 7, according to said plat of CRESCENT HEIGHTS SUBDIVISION.



0 5 10 20 30
SCALE: 1" = 20'

N

PLANNING BOARD APPROVAL

THE PLANNING BOARD CERTIFIES THAT THE PRELIMINARY PLAT AND DATA CONFORMS TO THE RULES AND REGULATIONS PROMULGATED BY THE CITY CODE. RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL SHALL NOT CONSTITUTE AN APPROVAL OF THE FINAL PLAT. APPROVED ON THE ___ DAY OF _____, 19___; IN SESSION ASSEMBLED THEREOF.

April 3, 1990 DATE — CHAIRPERSON

SURVEYORS NOTES:

BEARINGS REFERENCED TO THE WEST RIGHT OF WAY LINE VALLEY ROAD AS BEING S00°05'00"E, ACCORDING TO THE PLAT OF CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

THE RE-SUBDIVISION OF BLOCK 7 WAS DONE UNDER AS-BUILT CONDITIONS, WHILE THE RE-SUBDIVISION OF BLOCK 6 WAS DONE UNDER PRE-BUILT CONDITIONS.

●... DENOTES PERMANENT CONTROL POINT (P.C.P.)
■... DENOTES PERMANENT REFERENCE MONUMENT (P.R.M.)

THE SYMBOL (°) MEANS DEGREES
THE SYMBOL (') MEANS MINUTES OR FEET
THE SYMBOL (") MEANS SECONDS

NOTICE:

THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT, THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

COUNTY CLERK CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE PLAT ACT (CHAPTER 71-339, SECTIONS 177.18 THROUGH 177.33) OF THE 1971 ACTS OF THE LEGISLATURE OF FLORIDA AND THE SAME WAS FILED FOR RECORD ON THE 20th DAY OF April, 1990, AND WAS FILED IN PLAT BOOK 12, AT PAGE 21 OF SAID COUNTY.

Newman C. Brackin
NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT
By: Dee W. Howard, D.C.

DEDICATION

CITY OF CRESTVIEW
STATE OF FLORIDA

THE UNDERSIGNED OFFICER OF DELIGHTFUL DWELLINGS, INC., BY AND WITH THE AUTHORITY OF ITS BOARD OF DIRECTORS, DOES HEREBY CONSENT TO THE PLATTING OF THE LANDS AS SHOWN AND DESCRIBED UPON THIS PLAT OF VALLEY TOWNHOMES SUBDIVISION, SAME BEING A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

Allen R. Cook — WITNESS
Gene Gartman — GENE GARTMAN, PRESIDENT

APPROVAL OF THE CITY COUNCIL

CITY OF CRESTVIEW
STATE OF FLORIDA

WE, TOM SMITH, PRESIDENT OF THE CITY COUNCIL, AND EDWARD M. NEAL, CITY CLERK, BOTH OF THE CITY OF CRESTVIEW, FLORIDA, DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA, MEETING IN REGULAR SESSION ON THE 9th DAY OF April 1990, AND WAS APPROVED BY SAID COUNCIL FOR FILING IN THE PUBLIC RECORDS AND WE WERE INSTRUCTED BY SAID COUNCIL TO DESIGNATE THIS APPROVAL HEREON.

Tom Smith
TOM SMITH - PRESIDENT
Edward M. Neal
EDWARD M. NEAL - CITY CLERK

ACKNOWLEDGEMENT

CITY OF CRESTVIEW
STATE OF FLORIDA

BEFORE ME, A NOTARY PUBLIC IN THE STATE OF FLORIDA, PERSONALLY APPEARED GENE GARTMAN, PRESIDENT OF DELIGHTFUL DWELLINGS, INC., AND HE ACKNOWLEDGED BEFORE ME THAT HE EXECUTED THE FOREGOING INSTRUMENT IN HIS OFFICIAL CAPACITY AS AN ACT AND DEED OF SAID CORPORATION.

WITNESS MY HAND AND SEAL THIS 9th DAY OF April, 1990.

Janice F. Hicks
NOTARY PUBLIC
STATE OF FLORIDA
MY COMMISSION EXPIRES ___
JANICE F. HICKS, State of Florida, My Comm. Exp. Oct. 1, 1993

MORTGAGEE'S APPROVAL

FIRST NATIONAL BANK & TRUST, BEING THE HOLDER OF A MORTGAGE ON THE HEREON DESCRIBED PROPERTY, DOES HEREBY CONSENT TO THE SUBDIVISION AND PLATTING OF SAID PROPERTY AND TO THE DEDICATION GIVEN HEREON.

Keith Rowell
KEITH ROWELL, VICE-PRESIDENT OF COMMERCIAL LOANS
FIRST NATIONAL BANK & TRUST

TITLE OPINION

IT IS THE OPINION OF OKALOOSA TITLE & ABSTRACT, INC. THAT TITLE TO THE LAND DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN IN THE MORTGAGEE'S APPROVAL.

Allen R. Cook
ALLEN R. COOK, PRESIDENT
OKALOOSA TITLE & ABSTRACT, INC.

SURVEYOR'S CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, KERMIT H. GEORGE, DO HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS AS SHOWN AND DESCRIBED HEREON AND SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT THE SURVEY DATA COMPLIES WITH ALL PROVISIONS OF CHAPTER 177 OF THE FLORIDA STATUTES; THAT P.R.M.'S HAVE BEEN SET AS INDICATED HEREON; THAT P.C.P.'S WILL BE SET AT SUCH TIME WHEN IMPROVEMENTS ARE COMPLETED; AND THAT THIS SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.027 OF FLORIDA STATUTES.

Kermit H. George
KERMIT H. GEORGE
FLORIDA R.L.S - #4150

3-22-90
DATE

Book 12 Page 21

12-30

Valley Townhomes

VALLEY TOWNHOMES

CITY OF CRESTVIEW, OKALOOSA COUNTY

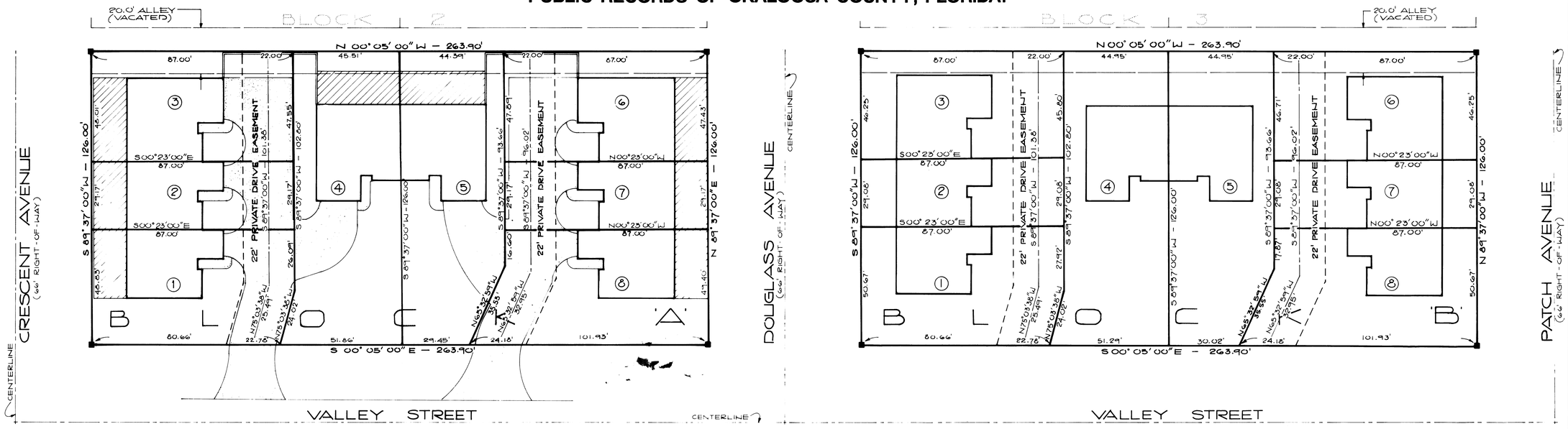
ZONED: R 2

A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

TRACT DESCRIPTION:

Lots 1 through 9, both inclusive, Block 6, and Lots 1 through 9, both inclusive, Block 7, CRESCENT HEIGHTS SUBDIVISION, according to the plat thereof on file in Plat Book 2, Page 101, in the Office of the Clerk of Circuit Court, Okaloosa County, Florida.

TOGETHER WITH the East 10.00 feet of that certain alley adjoining and parallel to the West boundary of Block 6 & Block 7, according to said plat of CRESCENT HEIGHTS SUBDIVISION.



0 5 10 20 30
SCALE: 1" = 20'

SURVEYORS NOTES:

BEARINGS REFERENCED TO THE WEST RIGHT OF WAY LINE VALLEY ROAD AS BEING S00°05'00"E, ACCORDING TO THE PLAT OF CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

THE RE-SUBDIVISION OF BLOCK 7 WAS DONE UNDER AS-BUILT CONDITIONS, WHILE THE RE-SUBDIVISION OF BLOCK 6 WAS DONE UNDER PRE-BUILT CONDITIONS.

●... DENOTES PERMANENT CONTROL POINT (P.C.P.)
■... DENOTES PERMANENT REFERENCE MONUMENT (P.R.M.)

THE SYMBOL (°) MEANS DEGREES
THE SYMBOL (') MEANS MINUTES OR FEET
THE SYMBOL (") MEANS SECONDS

NOTICE:
THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT, THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

COUNTY CLERK CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE PLAT ACT (CHAPTER 71-339, SECTIONS 177.18 THROUGH 177.33) OF THE 1971 ACTS OF THE LEGISLATURE OF FLORIDA AND THE SAME WAS FILED FOR RECORD ON THE 19th DAY OF July, 1990, AND WAS FILED IN PLAT BOOK 12, AT PAGE 30 OF SAID COUNTY.

Newman C. Brackin
NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT
by: Sandra Hudson, D.C.

DEDICATION

CITY OF CRESTVIEW
STATE OF FLORIDA

THE UNDERSIGNED OFFICER OF DELIGHTFUL DWELLINGS, INC., BY AND WITH THE AUTHORITY OF ITS BOARD OF DIRECTORS, DOES HEREBY CONSENT TO THE PLATTING OF THE LANDS AS SHOWN AND DESCRIBED UPON THIS PLAT OF VALLEY TOWNHOMES SUBDIVISION, SAME BEING A RE-SUBDIVISION OF BLOCKS 6 AND 7, CRESCENT HEIGHTS, AS RECORDED IN PLAT BOOK 2, PAGE 101, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

Allen Cook
WITNESS

Gene Gartman
GENE GARTMAN, PRESIDENT

APPROVAL OF THE CITY COUNCIL

CITY OF CRESTVIEW
STATE OF FLORIDA

WE, TOM SMITH, PRESIDENT OF THE CITY COUNCIL, AND EDWARD M. NEAL, CITY CLERK, BOTH OF THE CITY OF CRESTVIEW, FLORIDA, DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA, MEETING IN REGULAR SESSION ON THE 9th DAY OF April 1990, AND WAS APPROVED BY SAID COUNCIL FOR FILING IN THE PUBLIC RECORDS AND WE WERE INSTRUCTED BY SAID COUNCIL TO DESIGNATE THIS APPROVAL HEREON.

Tom Smith
TOM SMITH - PRESIDENT

Edward M. Neal
EDWARD M. NEAL - CITY CLERK

ACKNOWLEDGEMENT

CITY OF CRESTVIEW
STATE OF FLORIDA

BEFORE ME, A NOTARY PUBLIC IN THE STATE OF FLORIDA, PERSONALLY APPEARED GENE GARTMAN, PRESIDENT OF DELIGHTFUL DWELLINGS, INC., AND HE ACKNOWLEDGED BEFORE ME THAT HE EXECUTED THE FOREGOING INSTRUMENT IN HIS OFFICIAL CAPACITY AS AN ACT AND DEED OF SAID CORPORATION.

WITNESS MY HAND AND SEAL THIS 16 DAY OF July, 1990.

Allen R. Cook
NOTARY PUBLIC
STATE OF FLORIDA
MY COMMISSION EXPIRES 4/24/91

MORTGAGEE'S APPROVAL

FIRST NATIONAL BANK & TRUST, BEING THE HOLDER OF A MORTGAGE ON THE HEREON DESCRIBED PROPERTY, DOES HEREBY CONSENT TO THE SUBDIVISION AND PLATTING OF SAID PROPERTY AND TO THE DEDICATION GIVEN HEREON.

Keith Rowell
KEITH ~~HOWELL~~, VICE-PRESIDENT OF COMMERCIAL LOANS
FIRST NATIONAL BANK & TRUST

TITLE OPINION

IT IS THE OPINION OF OKALOOSA TITLE & ABSTRACT, INC. THAT TITLE TO THE LAND DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND, EXCEPT AS SHOWN IN THE MORTGAGEE'S APPROVAL.

Allen R. Cook
ALLEN R. COOK, PRESIDENT
OKALOOSA TITLE & ABSTRACT, INC.

SURVEYOR'S CERTIFICATE

OKALOOSA COUNTY
STATE OF FLORIDA

I, KERMIT H. GEORGE, DO HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS AS SHOWN AND DESCRIBED HEREON AND SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT THE SURVEY DATA COMPLIES WITH ALL PROVISIONS OF CHAPTER 177 OF THE FLORIDA STATUTES; THAT P.R.M.'S HAVE BEEN SET AS INDICATED HEREON; THAT P.C.P.'S WILL BE SET AT SUCH TIME WHEN IMPROVEMENTS ARE COMPLETED; AND THAT THIS SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.027 OF FLORIDA STATUTES.

Kermit H. George
KERMIT H. GEORGE
FLORIDA R.L.S - #4150

7-16-90
DATE

Lantern Ridge Subdivision

A SUBDIVISION IN SECTION 16, TOWNSHIP 3 NORTH, RANGE 23 WEST, CITY OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA

UNIT TWO

LEGAL DESCRIPTION: LANTERN RIDGE SUBDIVISION UNIT II

A parcel of land in Section 16, Township 3 North, Range 23 West in Okaloosa County, Florida described as **Commencing** at the Southwest corner of the East half of the Northwest quarter of the Northeast quarter of said section; Thence North 03°-59'-40" West (*Reference Bearing*) along the Easterly Right-of-Way line of Valley Street (a County Road), a distance of 752.63 feet to the Northwest corner of Lantern Ridge, Unit I, as recorded in Plat Book 9, Page 79 of the Official Records; Thence South 83°-14'-40" East along the Northerly line of said Lantern Ridge, Unit I, a distance of 312.78 feet to the Northeast corner of said Unit I and the **POINT OF BEGINNING**; Thence continue South 83°-14'-40" East, 39.25 feet to a point of curvature; Thence Southeasterly, 1967.14 feet along the arc of a curve, concave Southwesterly, having a radius of 1230.00 feet, a central angle of 91°-38'-00", and a chord bearing South 37°-25'-40" East, 1764.10 feet; Thence South 08°-23'-20" West, 177.98 feet to the Northerly Right-of-Way line of U.S. Highway 90; Thence North 81°-36'-40" West along said Northerly Right-of-Way line, a distance of 285.00 feet to the Southeast corner of Crestview Heights First Addition, as recorded in Plat Book 3, Page 74 of the Official Records; Thence along the Northeasterly line of said Crestview Heights First Addition the following courses and distances: Thence North 08°-23'-20" East, 177.98 to a point of curvature; Thence Northwesterly, 1511.34 feet along the arc of a curve, concave Southwesterly, having a radius of 945.00 feet, a central angle of 91°-38'-00"; and a chord bearing North 37°-25'-40" West, 1355.34 feet; Thence North 83°-14'-40" West, 7.04 feet to the East line of said Lantern Ridge, Unit I; Thence departing said Northeasterly line of Crestview Heights First Addition, and continuing along said East line of Lantern Ridge, Unit I, the following courses and distances: Thence North 06°-45'-20" East, 165.00 feet; Thence North 83°-14'-40" West, 32.21 feet; Thence North 06°-45'-20" East, 120.00 feet to the **POINT OF BEGINNING**; Containing 12.68 acres, more or less; All in Section 16, Township 3 North, Range 23 West, Okaloosa County, Florida.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT SPENCER A. HALLBERG DOES HEREBY DEDICATE THE PROPERTY SHOWN HEREON FOR THE PERPETUAL USE AS SHOWN. WITNESS THE NAME AND SEAL OF SAID DEDICATOR.

Spencer A. Hallberg AS OWNER.

ACKNOWLEDGEMENT

BEFORE THE SUBSCRIBER PERSONALLY APPEARED SPENCER A. HALLBERG, AS OWNER, KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE DEDICATION AND ACKNOWLEDGED THEY EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH.

NOTARY PUBLIC Elizabeth L. Dieter
STATE OF FLORIDA, COUNTY OF OKALOOSA

MY COMMISSION EXPIRES October 6, 1991

JOINDER AND CONSENT TO DEDICATION

THE UNDERSIGNED HEREBY CERTIFIES THAT THEY ARE THE HOLDER OF A MORTGAGE, LIEN, OR OTHER ENCUMBRANCE UPON THE PROPERTY DESCRIBED HEREON AND THAT THE UNDERSIGNED HEREBY JOIN IN AND CONSENT TO THE DEDICATION OF THE LANDS DESCRIBED HEREON BY THE OWNER THEREOF, AND AGREES THAT ITS' MORTGAGE, LIEN, OR OTHER ENCUMBRANCE WHICH IS RECORDED IN OFFICIAL RECORD BOOK 1472, PAGES(S) 1451 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA, SHALL BE SUBORDINATED TO THE DEDICATION HEREON.

FIRST BANK OF CRESTVIEW

LUCILLE C. FASSE Lucille C. Fasse ATTEST _____
SENIOR VICE PRESIDENT

ACKNOWLEDGEMENT

BEFORE THE UNDERSIGNED PERSONALLY APPEARED LUCILLE C. FASSE, KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE FOREGOING JOINDER AND CONSENT TO DEDICATION, AND ACKNOWLEDGED HE EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH, THIS 23rd DAY OF September, 1988.

NOTARY PUBLIC Kathryn A. Dalebout
STATE OF FLORIDA, COUNTY OF OKALOOSA

MY COMMISSION EXPIRES July 26, 1991

TITLE OPINION

IT IS THE OPINION OF THE UNDERSIGNED TITLE COMPANY, LICENSED IN THE STATE OF FLORIDA, THAT TITLE TO THE LANDS DESCRIBED HEREON IS IN THE NAMES OF THE DEDICATORS AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON SAID LAND EXCEPT AS SHOWN HEREON, THIS 26 DAY OF September 1988.

Allen R. Cook

ALLEN R. COOK, PRESIDENT
OKALOOSA TITLE & ABSTRACT CO.

CITY COUNCIL APPROVAL CITY OF CRESTVIEW, FLORIDA

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA AND APPROVED BY THEM FOR RECORD, THIS 10th DAY OF October A.D., 1988.

SIGNED BY: Thomas L. Sisk
PRESIDENT

ATTESTED BY: Edward M. Dial
CITY CLERK

COUNTY ENGINEERS CERTIFICATE

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COUNTY ENGINEER OF OKALOOSA COUNTY, FLORIDA AND APPROVED BY HIM ON THE _____ DAY OF _____, 1988.

NOT REQUIRED

DAVID F. HEINRICH
COUNTY ENGINEER

COUNTY CLERK' CERTIFICATE

I, NEWMAN C. BRACKIN, CLERK OF CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA. HEREBY CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177 OF THE FLORIDA STATUES AND WAS FILED FOR RECORD ON THE 26th DAY OF October 1988 AND RECORDED IN PLAT BOOK 11 AT PAGE 46.

Newman C. Brackin by: Don W. Howard, D.C.

NEWMAN C. BRACKIN
CLERK OF CIRCUIT COURT

SURVEYOR'S CERTIFICATE

I, JON A. PROHASKA, HEREBY CERTIFY THAT I PREPARED THIS PLAT AND THAT IT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED UNDER MY DIRECTION AND SUPERVISION; THAT P.R.M.'S HAVE BEEN PLACED AS INDICATED HEREON (P.C.P.'S WILL BE SET) AND THAT IT COMPLIES WITH ALL PROVISIONS OF CHAPTER 177, FLORIDA STATUTES, AS WELL AS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

FLORIDA REGISTERED SURVEYOR Jon A. Prohaska DATE 9/22/88
CERTIFICATE NO. 4450

RESTRICTIVE COVENANTS

STATE OF FLORIDA
COUNTY OF OKALOOSA

WHEREAS, Spencer A. Hallberg is the owner of the following described real estate in Okaloosa County, Florida:

LEGAL DESCRIPTION: *LANTERN RIDGE SUBDIVISION UNIT II*

A parcel of land in Section 16, Township 3 North, Range 23 West in Okaloosa County, Florida described as Commencing at the Southwest corner of the East half of the Northwest quarter of the Northeast quarter of said section; Thence North 03°-59'-40" West (Reference Bearing) along the Easterly Right-of-Way line of Valley Street (a County Road), a distance of 752.63 feet to the Northwest corner of Lantern Ridge, Unit I, as recorded in Plat Book 9, Page 79 of the Official Records; Thence South 83°-14'-40" East along the Northerly line of said Lantern Ridge, Unit I, a distance of 312.78 feet to the Northeast corner of said Unit I and the POINT OF BEGINNING; Thence continue South 83°-14'-40" East, 39.25 feet to a point of curvature; Thence Southeasterly, 1967.14 feet along the arc of a curve, concave Southwesterly, having a radius of 1230.00 feet, a central angle of 91°-38'-00", and a chord bearing South 37°-25'-40" East, 1764.10 feet; Thence South 08°-23'-20" West, 177.98 feet to the Northerly Right-of-Way line of U.S. Highway 90; Thence North 81°-36'-40" West along said Northerly Right-of-Way line, a distance of 285.00 feet to the Southeast corner of Crestview Heights First Addition, as recorded in Plat Book 3, Page 74 of the Official Records; Thence along the Northeasterly line of said Crestview Heights First Addition the following courses and distances: Thence North 08°-23'-20" East, 177.98 to a point of curvature; Thence Northwesterly, 1511.34 feet along the arc of a curve, concave Southwesterly, having a radius of 945.00 feet, a central angle of 91°-38'-00", and a chord bearing North 37°-25'-40" West, 1355.34 feet; Thence North 83°-14'-40" West, 7.04 feet to the East line of said Lantern Ridge, Unit I; Thence departing said Northeasterly line of Crestview Heights First Addition, and continuing along said East line of Lantern Ridge, Unit I, the following courses and distances: Thence North 06°-45'-20" East, 165.00 feet; Thence North 83°-14'-40" West, 32.21 feet; Thence North 06°-45'-20" East, 120.00 feet to the POINT OF BEGINNING; Containing 12.68 acres, more or less; All in Section 16, Township 3 North, Range 23 West, Okaloosa County, Florida.

WHEREAS, the said owners desire to restrict the above described property so as to enhance the value of the property restricted:

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS, that Spencer A. Hallberg does hereby encumber and restrict all of the real estate described above with the following restrictive covenants and conditions:

1. The above described property shall be used solely for residential purposes and shall not be used for any commercial or business purpose of any kind or character. No structures shall be erected, altered, placed or permitted to remain on any lot other than one detached single-family dwellings. Residence, permitted outbuildings and accessory buildings shall be set back at least 20 feet from front line and shall be no closer than 25 feet to the rear line and no closer than 8 feet to side line.

2. No one-story residential structure shall be erected with the ground floor area of the main structure containing less than 900 square feet of living area. Square footage of living area shall be exclusive of carports, garages and porches. No structure shall be erected on any lot nearer than City restrictions permit. In the event of a corner lot, the owner shall have the privilege of designating which street is the front lot line. All dwellings shall face in the same general direction as other dwellings on the same street on the same block except that dwellings on corner lots may face either street or may face diagonally to the corner.

3. All homes in this subdivision are to constructed only of brick, block, wood, stone or a combination thereof. Homes of concrete block shall be stuccoed and painted. Only newly constructed dwellings shall be placed on this property. Vinyl and Masonite siding may also be used.

4. The lots in this subdivision are being developed as individual residential parcels and, although it shall be permitted to combine lots thereof for building purposes, no such combined plat of less than City Zoning requirements shall be used for building purposes. Any lot shown on the subdivision plat may be in and of itself a building parcel.

5. No trailer, house trailer, basement, tent, shack, garage, or other outbuilding shall at any time be used as a residence.

6. Any violation hereof may be waived by the undersigned, provided they determine that the violation is minor and does not adversely affect the value, utility or enjoyment of any other lot in the subdivision.

7. Granter reserves for itself easements for the installation and maintenance of utilities and drainage facilities over side and rear five feet of each lot and reserves the right to grant to others such easements.

8. Invalidation of any one of these covenants by judgment or court order shall in no way affect any of the other provisions which shall remain in full force and effect.

9. These covenants shall run with the land and be effective for a period of 30 years from this date and shall be binding on any and all lots and plots in this subdivision and on all parties and all persons claiming under them.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 23 day of SEPTEMBER 1988

Spencer A. Hallberg
Spencer A. Hallberg

Signed sealed and delivered in the presence of:

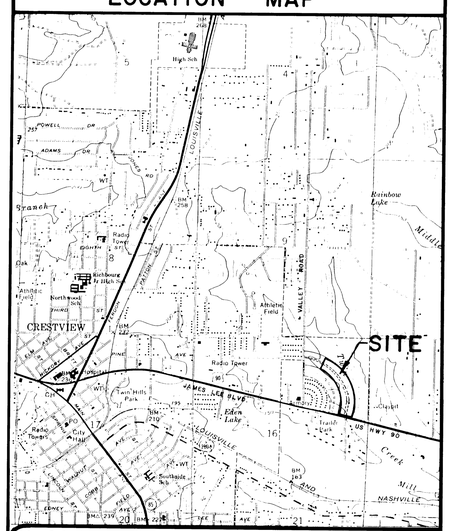
Haskell S. Cartright
Scott A. Van Dyke

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me this 23 day of SEPTEMBER 1988, Spencer A. Hallberg, owner.

Elizabeth L. Dieter
NOTARY PUBLIC
MY COMMISSION EXPIRES: October 6, 1991

LOCATION MAP



PREPARED BY

CHOCTAW ENGINEERING, INC.
Engineers, Land Planners, Surveyors
112 Truxton Avenue
Fort Walton Beach, Florida 32548

JOB: 88-44

LANTERN RIDGE S/D UNIT TWO
SHEET 1 OF 2 JOB NO. 88-44

M-191

Lantern Ridge Subdivision

A SUBDIVISION IN SECTION 16, TOWNSHIP 3 NORTH, RANGE 23 WEST, CITY OF CRESTVIEW, OKALOOSA COUNTY, FLORIDA

UNIT TWO

PREPARED BY

CHOCTAW ENGINEERING, INC.
Engineers, Land Planners, Surveyors
112 Truxton Avenue
Fort Walton Beach, Florida 32548

PLAT NORTH

0 10 50 100

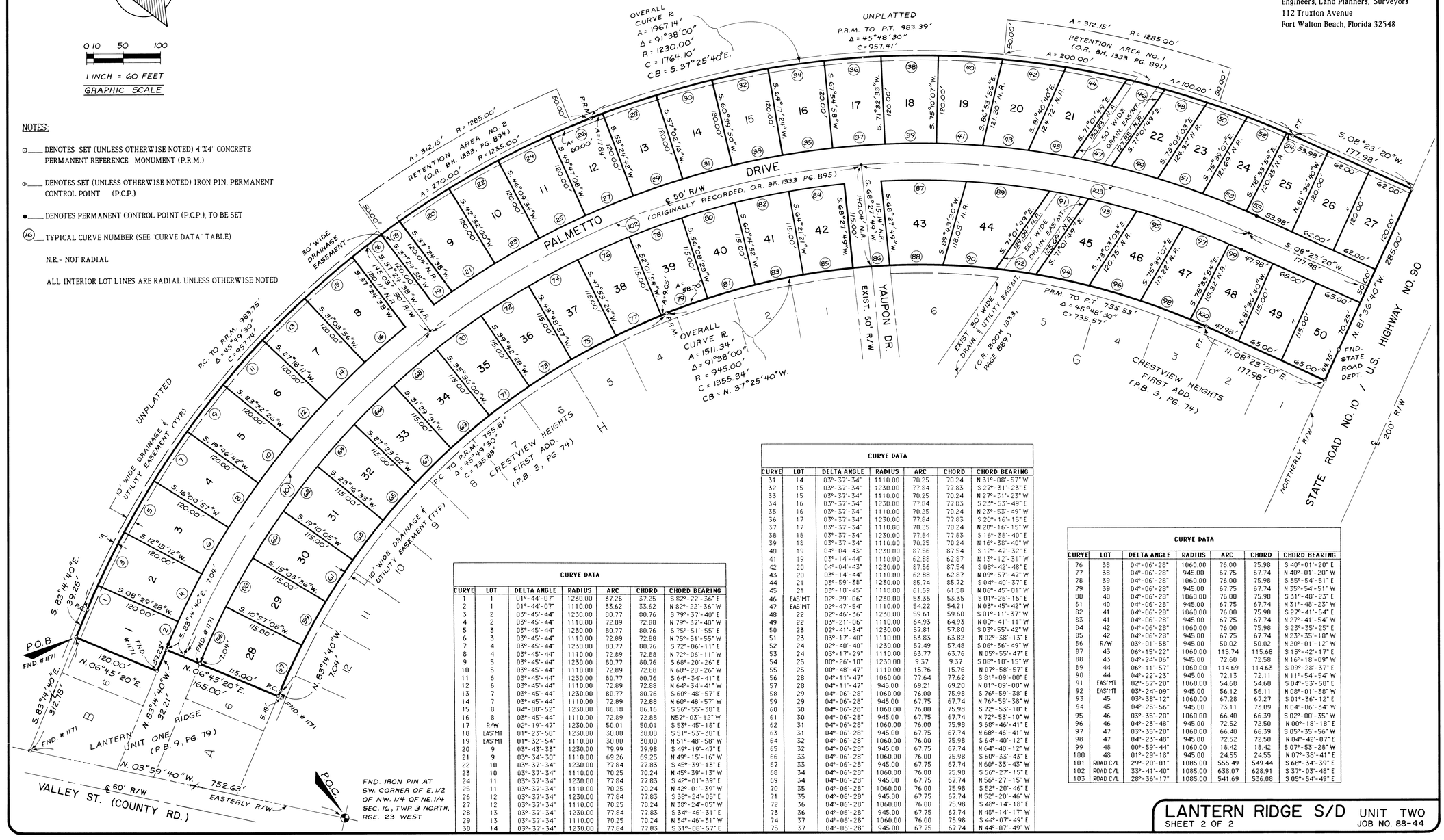
1 INCH = 60 FEET
GRAPHIC SCALE

NOTES:

- ⊡ ___ DENOTES SET (UNLESS OTHERWISE NOTED) 4"X4" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.)
- ⊙ ___ DENOTES SET (UNLESS OTHERWISE NOTED) IRON PIN, PERMANENT CONTROL POINT (P.C.P.)
- ● ___ DENOTES PERMANENT CONTROL POINT (P.C.P.), TO BE SET
- (16) ___ TYPICAL CURVE NUMBER (SEE "CURVE DATA" TABLE)

N.R. = NOT RADIAL

ALL INTERIOR LOT LINES ARE RADIAL UNLESS OTHERWISE NOTED



CURVE DATA

CURVE	LOT	DELTA ANGLE	RADIUS	ARC	CHORD	CHORD BEARING
1	1	01°-44'-07"	1230.00	37.26	37.25	S 82°-22'-36" E
2	1	01°-44'-07"	1110.00	33.62	33.62	N 82°-22'-36" W
3	2	03°-45'-44"	1230.00	80.77	80.76	S 79°-37'-40" E
4	2	03°-45'-44"	1110.00	72.89	72.88	N 79°-37'-40" W
5	3	03°-45'-44"	1230.00	80.77	80.76	S 75°-51'-55" E
6	3	03°-45'-44"	1110.00	72.89	72.88	N 75°-51'-55" W
7	4	03°-45'-44"	1230.00	80.77	80.76	S 72°-06'-11" E
8	4	03°-45'-44"	1110.00	72.89	72.88	N 72°-06'-11" W
9	5	03°-45'-44"	1230.00	80.77	80.76	S 68°-20'-26" E
10	5	03°-45'-44"	1110.00	72.89	72.88	N 68°-20'-26" W
11	6	03°-45'-44"	1230.00	80.77	80.76	S 64°-34'-41" E
12	6	03°-45'-44"	1110.00	72.89	72.88	N 64°-34'-41" W
13	7	03°-45'-44"	1230.00	80.77	80.76	S 60°-48'-57" E
14	7	03°-45'-44"	1110.00	72.89	72.88	N 60°-48'-57" W
15	8	04°-00'-52"	1230.00	86.18	86.16	S 56°-55'-38" E
16	8	03°-45'-44"	1110.00	72.89	72.88	N57°-03'-12" W
17	R/W	02°-19'-47"	1230.00	50.01	50.01	S 53°-45'-18" E
18	EAS'MT	01°-23'-50"	1230.00	30.00	30.00	S 51°-53'-30" E
19	EAS'MT	01°-32'-54"	1110.00	30.00	30.00	N 51°-48'-58" W
20	9	03°-43'-33"	1230.00	79.99	79.98	S 49°-19'-47" E
21	9	03°-34'-30"	1110.00	69.26	69.25	N 49°-15'-16" W
22	10	03°-37'-34"	1230.00	77.84	77.83	S 45°-39'-13" E
23	10	03°-37'-34"	1110.00	70.25	70.24	N 45°-39'-13" W
24	11	03°-37'-34"	1230.00	77.84	77.83	S 42°-01'-39" E
25	11	03°-37'-34"	1110.00	70.25	70.24	N 42°-01'-39" W
26	12	03°-37'-34"	1230.00	77.84	77.83	S 38°-24'-05" E
27	12	03°-37'-34"	1110.00	70.25	70.24	N 38°-24'-05" W
28	13	03°-37'-34"	1230.00	77.84	77.83	S 34°-46'-31" E
29	13	03°-37'-34"	1110.00	70.25	70.24	N 34°-46'-31" W
30	14	03°-37'-34"	1230.00	77.84	77.83	S 31°-08'-57" E
31	14	03°-37'-34"	1110.00	70.25	70.24	N 31°-08'-57" W
32	15	03°-37'-34"	1230.00	77.84	77.83	S 27°-31'-23" E
33	15	03°-37'-34"	1110.00	70.25	70.24	N 27°-31'-23" W
34	16	03°-37'-34"	1230.00	77.84	77.83	S 23°-53'-49" E
35	16	03°-37'-34"	1110.00	70.25	70.24	N 23°-53'-49" W
36	17	03°-37'-34"	1230.00	77.84	77.83	S 20°-16'-15" E
37	17	03°-37'-34"	1110.00	70.25	70.24	N 20°-16'-15" W
38	18	03°-37'-34"	1230.00	77.84	77.83	S 16°-38'-40" E
39	18	03°-37'-34"	1110.00	70.25	70.24	N 16°-38'-40" W
40	19	04°-04'-45"	1230.00	87.56	87.54	S 12°-47'-32" E
41	19	03°-14'-44"	1110.00	62.88	62.87	N 13°-12'-31" W
42	20	04°-04'-43"	1230.00	87.56	87.54	S 08°-42'-48" E
43	20	03°-14'-44"	1110.00	62.88	62.87	N 09°-57'-47" W
44	21	03°-59'-38"	1230.00	85.74	85.72	S 04°-40'-37" E
45	21	03°-10'-45"	1110.00	61.59	61.58	N 06°-45'-01" W
46	EAS'MT	02°-29'-06"	1230.00	53.35	53.35	S 01°-26'-15" E
47	EAS'MT	02°-47'-54"	1110.00	54.22	54.21	N 03°-45'-42" W
48	22	02°-46'-36"	1230.00	59.61	59.60	S 01°-11'-37" W
49	22	03°-21'-06"	1110.00	64.93	64.93	N 00°-41'-11" W
50	23	02°-41'-34"	1230.00	57.81	57.80	S 03°-55'-42" W
51	23	03°-17'-40"	1110.00	63.85	63.82	N 02°-36'-13" E
52	24	02°-40'-40"	1230.00	57.49	57.48	S 06°-36'-49" W
53	24	03°-17'-29"	1110.00	63.77	63.76	N 05°-55'-47" E
54	25	00°-26'-10"	1230.00	9.37	9.37	S 08°-10'-15" W
55	25	00°-48'-47"	1110.00	15.76	15.76	N 07°-58'-57" E
56	28	04°-11'-47"	1060.00	77.64	77.62	S 81°-09'-00" E
57	28	04°-11'-47"	945.00	69.21	69.20	N 81°-09'-00" W
58	29	04°-06'-28"	1060.00	76.00	75.98	S 76°-59'-38" E
59	29	04°-06'-28"	945.00	67.75	67.74	N 76°-59'-38" W
60	30	04°-06'-28"	1060.00	76.00	75.98	S 72°-53'-10" E
61	30	04°-06'-28"	945.00	67.75	67.74	N 72°-53'-10" W
62	31	04°-06'-28"	1060.00	76.00	75.98	S 68°-46'-41" E
63	31	04°-06'-28"	945.00	67.75	67.74	N 68°-46'-41" W
64	32	04°-06'-28"	1060.00	76.00	75.98	S 64°-40'-12" E
65	32	04°-06'-28"	945.00	67.75	67.74	N 64°-40'-12" W
66	33	04°-06'-28"	1060.00	76.00	75.98	S 60°-33'-43" E
67	33	04°-06'-28"	945.00	67.75	67.74	N 60°-33'-43" W
68	34	04°-06'-28"	1060.00	76.00	75.98	S 56°-27'-15" E
69	34	04°-06'-28"	945.00	67.75	67.74	N 56°-27'-15" W
70	35	04°-06'-28"	1060.00	76.00	75.98	S 52°-20'-46" E
71	35	04°-06'-28"	945.00	67.75	67.74	N 52°-20'-46" W
72	36	04°-06'-28"	1060.00	76.00	75.98	S 48°-14'-18" E
73	36	04°-06'-28"	945.00	67.75	67.74	N 48°-14'-17" W
74	37	04°-06'-28"	1060.00	76.00	75.98	S 44°-07'-49" E
75	37	04°-06'-28"	945.00	67.75	67.74	N 44°-07'-49" W
76	38	04°-06'-28"	1060.00	76.00	75.98	S 40°-01'-20" E
77	38	04°-06'-28"	945.00	67.75	67.74	N 40°-01'-20" W
78	39	04°-06'-28"	1060.00	76.00	75.98	S 35°-54'-51" E
79	39	04°-06'-28"	945.00	67.75	67.74	N 35°-54'-51" W
80	40	04°-06'-28"	1060.00	76.00	75.98	S 31°-48'-23" E
81	40	04°-06'-28"	945.00	67.75	67.74	N 31°-48'-23" W
82	41	04°-06'-28"	1060.00	76.00	75.98	S 27°-41'-54" E
83	41	04°-06'-28"	945.00	67.75	67.74	N 27°-41'-54" W
84	42	04°-06'-28"	1060.00	76.00	75.98	S 23°-35'-25" E
85	42	04°-06'-28"	945.00	67.75	67.74	N 23°-35'-10" W
86	R/W	03°-01'-58"	945.00	50.02	50.02	N 20°-01'-12" W
87	43	06°-15'-22"	1060.00	115.74	115.68	S 15°-42'-17" E
88	43	04°-24'-06"	945.00	72.60	72.58	N 16°-18'-09" W
89	44	06°-11'-57"	1060.00	114.69	114.63	S 09°-28'-37" E
90	44	04°-22'-23"	945.00	72.13	72.11	N 11°-54'-54" W
91	EAS'MT	02°-57'-20"	1060.00	54.68	54.68	S 04°-53'-58" E
92	EAS'MT	03°-24'-09"	945.00	56.12	56.11	N 08°-01'-38" W
93	45	03°-38'-12"	1060.00	67.28	67.27	S 01°-36'-12" E
94	45	04°-25'-56"	945.00	73.11	73.09	N 04°-06'-34" W
95	46	03°-35'-20"	1060.00	66.40	66.39	S 02°-00'-35" W
96	46	04°-23'-48"	945.00	72.52	72.50	N 00°-18'-18" E
97	47	03°-35'-20"	1060.00	66.40	66.39	S 05°-35'-56" W
98	47	04°-23'-48"	945.00	72.52	72.50	N 04°-42'-07" E
99	48	00°-59'-44"	1060.00	18.42	18.42	S 07°-53'-28" W
100	48	01°-29'-18"	945.00	24.55	24.55	N 07°-38'-41" E
101	ROAD C/L	29°-20'-01"	1085.00	555.49	549.44	S 68°-34'-39" E
102	ROAD C/L	33°-41'-40"	1085.00	638.07	628.91	S 37°-03'-48" E
103	ROAD C/L	28°-36'-17"	1085.00	541.69	536.08	S 05°-54'-49" E

LANTERN RIDGE S/D UNIT TWO
SHEET 2 OF 2
JOB NO. 88-44

M-191

Lantern Ridge - 11

LANTERN RIDGE SUBDIVISION
UNIT ONE

A SUBDIVISION IN SECTION 16, TOWNSHIP 3 NORTH, RANGE 23 WEST, OKALOOSA COUNTY, FLORIDA
CITY OF CRESTVIEW, FLORIDA

COUNTY CLERK'S CERTIFICATE

I, NEWMAN C. BRACKIN, CLERK OF THE CIRCUIT COURT OF OKALOOSA COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS PLAT COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177 OF THE FLORIDA STATUTES, AND WAS FILED FOR RECORD ON THE 25 DAY OF March, 1984 IN PLAT BOOK 9, AT PAGE 79.

Newman C. Brackin
CLERK OF THE CIRCUIT COURT
by: Geri W. Tarsaidis, D.C.

CITY COUNCIL APPROVAL

CITY OF CRESTVIEW, FLORIDA

WE, WILLIE M. JACKSON, PRESIDENT OF THE CITY COUNCIL, AND EDWARD M. NEAL, CITY CLERK, BOTH OF THE CITY OF CRESTVIEW, FLORIDA, DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS PRESENTED TO THE CITY COUNCIL OF CRESTVIEW, FLORIDA, MEETING IN REGULAR SESSION ON THE ____ DAY OF _____, 198 , AND WAS APPROVED BY SAID COUNCIL FOR FILING IN THE PUBLIC RECORDS AND WE ARE INSTRUCTED BY SAID COUNCIL TO DESIGNATE THIS APPROVAL HEREON.

Willie M. Jackson
WILLIE M. JACKSON, PRESIDENT, CITY COUNCIL

Edward M. Neal
EDWARD M. NEAL, CITY CLERK

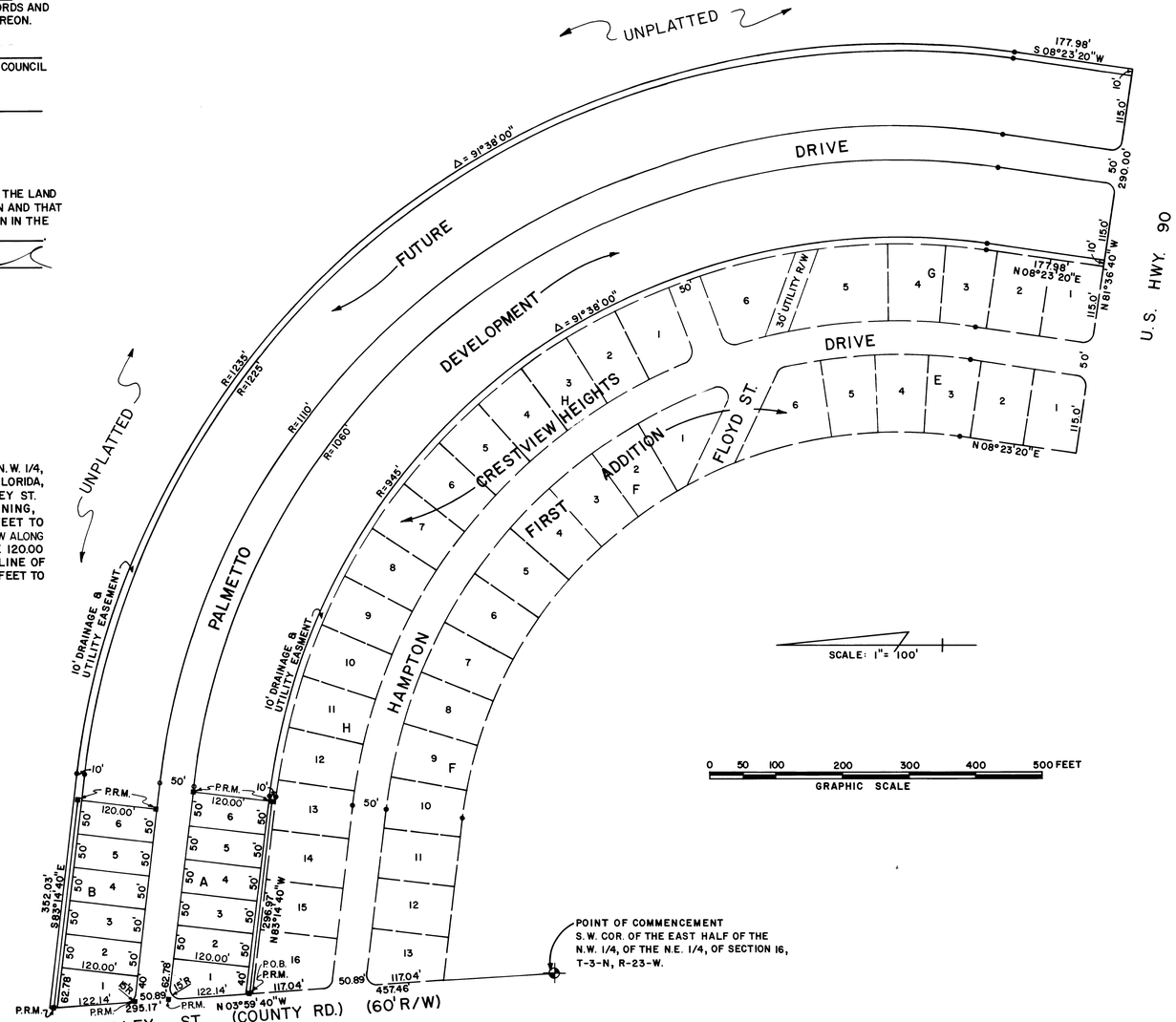
TITLE OPINION

IT IS THE OPINION OF THE UNDERSIGNED ~~TITLE COMPANY~~ ATTORNEY, THAT TITLE TO THE LAND DESCRIBED HEREON IS IN THE NAME OF THE DEDICATOR AS SHOWN HEREON AND THAT THERE ARE NO UNSATISFIED MORTGAGES ON THE LAND EXCEPT AS SHOWN IN THE DEDICATION. OPINION BASED ON Title Search.

MICHAEL Wm MEAD

DESCRIPTION

COMMENCE AT THE SOUTHWEST CORNER, OF THE EAST HALF, OF THE N.W. 1/4, OF THE N.E. 1/4, OF SECTION 16, T-3-N, R-23-W, OKALOOSA COUNTY, FLORIDA, THENCE N 03°59'40"W ALONG THE EAST RIGHT OF WAY LINE OF VALLEY ST. (A COUNTY ROAD) A DISTANCE OF 457.46 FEET TO THE POINT OF BEGINNING, THENCE S 83°14'40"E 290.00 FEET, THENCE N 06°45'20"E 170.00 FEET TO THE NORTH RIGHT OF WAY LINE OF PALMETTO DRIVE, THENCE N83°14'40"W ALONG SAID RIGHT OF WAY A DISTANCE OF 32.28 FEET, THENCE N06°45'20"E 120.00 FEET, THENCE N 83°14'40"W 312.78 FEET TO THE EAST RIGHT OF WAY LINE OF VALLEY ST., THENCE S 03°59'40"E ALONG SAID RIGHT OF WAY 295.17 FEET TO THE POINT OF BEGINNING.



DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT SPENCER A. HALLBERG, OWNER, OF DESTIN, FLORIDA, DO HEREBY DEDICATE TO THE PUBLIC, IN FEE SIMPLE, ALL STREETS, ROADS, AND THOROUGHFARES SHOWN HEREON.

WITNESS THE NAMES AND SEALS OF SAID PERSONS:

Spencer A. Hallberg — SPENCER A. HALLBERG
Eugene H. Elza — WITNESS
John J. Stanley — WITNESS

ACKNOWLEDGEMENT

STATE OF FLORIDA, COUNTY OF OKALOOSA

BEFORE THE SUBSCRIBER PERSONALLY APPEARED SPENCER A. HALLBERG, OWNER, KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE DEDICATION AND ACKNOWLEDGED HE EXECUTED THE SAME FOR THE USES AND PURPOSES HEREIN SET FORTH.

Sara A. Griffin
NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES 9-25-89

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, THAT THE SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION, THAT PERMANENT REFERENCE MONUMENTS (P.R.M.) HAVE BEEN PLACED AS SHOWN, AND THE SURVEY DATA COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 117 OF THE FLORIDA STATUTES.
ALSO THIS PLAT MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS PURSUANT TO SECTION 472.07 OF THE FLORIDA STATUTES.

LAVERTE ROGERS
REG. LAND SURVEYOR
STATE OF FLORIDA

NOTES

1. THE SIGN ■ INDICATES PERMANENT REFERENCE MONUMENT (P.R.M.).
2. THE SIGN (°) INDICATES DEGREES, THE SIGN (') INDICATES FEET OR MINUTES, AND THE SIGN (") INDICATES SECONDS.
3. BEARINGS BASED ON PLAT OF CRESTVIEW HEIGHTS – FIRST ADDITION.
4. ADJACENT 5 FEET OF DRAINAGE AND UTILITY EASEMENT BELONGS TO CORRESPONDING LOT.

LANTERN RIDGE SUBDIVISION
UNIT ONE
PLAT BOOK 9 PAGE 79

DEDICATION

STATE OF FLORIDA
County of Okaloosa

The undersigned Corporation duly organized under the Laws of the State of Florida, owners of the Real Property included in this Plat does hereby authorize the same to be recorded in the Public Records of Okaloosa County, Florida and does hereby dedicate Street's, Alleys, and other Public Places here shown, to the Public, does hereby warrant that it is the owner of Land here shown platted with full authority to authorize recording of the same.

In witness ware of said Corporation has caused its name to be hereunto subscribed and its Corporate Seal to be affixed by its authorized Officers.

PADGETT HOMES INCORPORATED

H. L. Sudduth, President

J. R. Sudduth, Ass. Secretary

ACKNOWLEDGEMENT

STATE OF FLORIDA
County of Okaloosa

Before me this day personally appeared H. L. Sudduth and J. R. Sudduth, President and Ass. Secretary respectively of the above named Corporation and acknowledged that they executed above dedication for the uses and purposes therein stated.

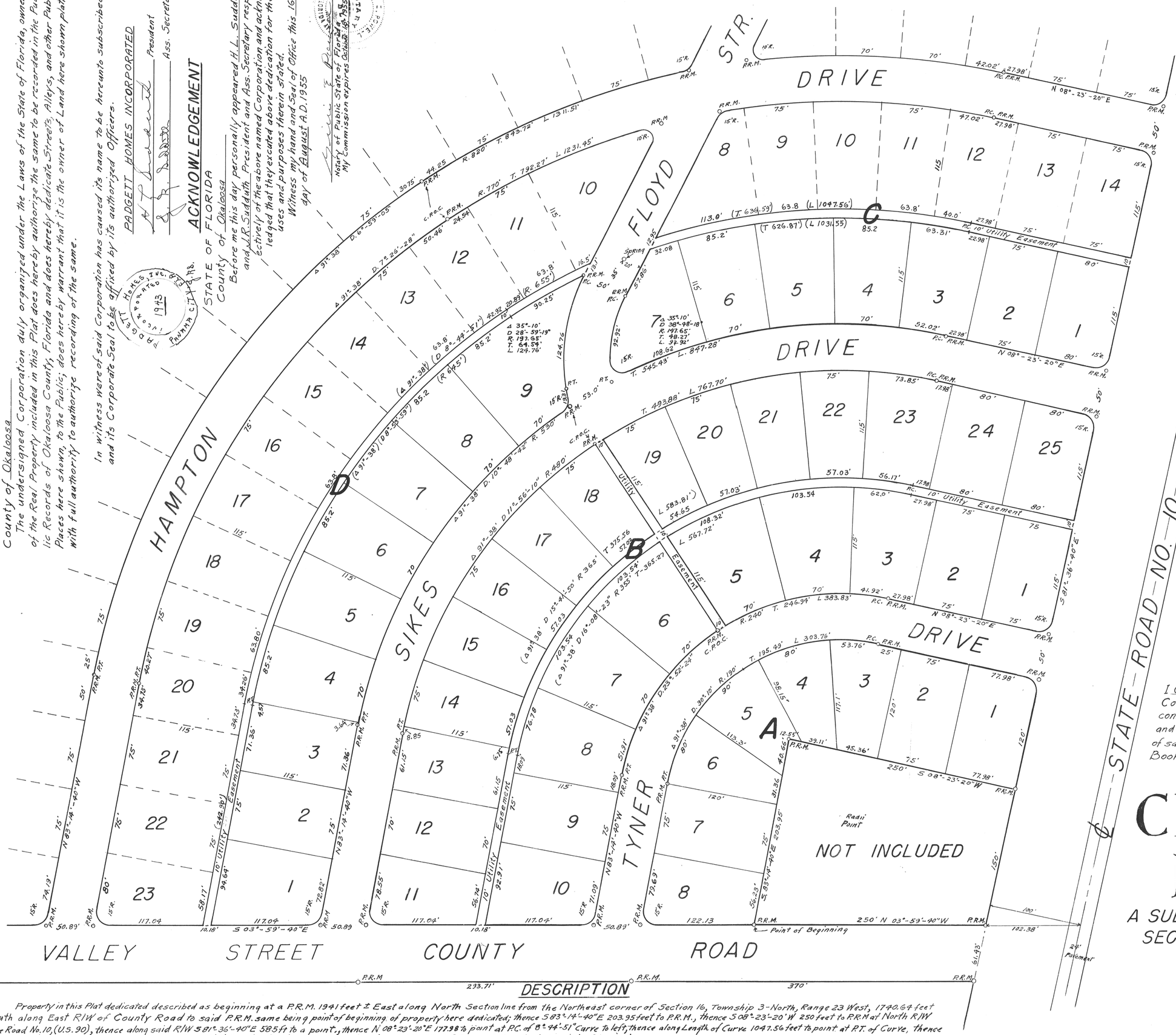
Witness my hand and Seal of Office this 16th day of August A.D. 1955

Notary Public State of Florida
My Commission expires October 19, 1957

PADGETT HOMES INC. 1943

(BK. 2 PG. 95)

(RESTRICTIVE COVENANTS)



SURVEYOR'S CERTIFICATE

I B.B. Murphy the Surveyor of this Plat do certify that I have surveyed and subdivided the land shown here on and that Permanent Refference Monuments indicated (P.R.M.) have been placed there on as required by Plat Act Chapter 10275, 1925 Acts of Legislature of Florida; that survey and plat are true and correct to best of my knowledge and beleif

B.B. Murphy
Surveyor No. 1039

COMMISSIONER'S APPROVAL

This certifies that this Plat was presented to the Board of County Commissioners of Okaloosa County, Florida and approved by them for placeing in Public Records of said County

Done at a Regular meeting of said Board on the 13th day of September A.D. 1955

L. Barnes
C. Stegman
C. Stegman
M. C. King
Grady Garrett
W. S. Stone

CLERK'S FILING CERTIFICATE

I Cecil L. Anchors Clerk of the Circuit Court of Okaloosa County, Florida do hereby certify that this foregoing Plat conforms with chapter 10275 Laws of the State of Florida and was filed in my office and placed in Public Records of said County on 13 day of September A.D. 1955 in Plat Book No 2 at Page No. 95

Cecil L. Anchors
Clerk of the Circuit Court

CRESTVIEW HEIGHTS

A SUBDIVISION OF; A PORTION OF; SECTION 16, TWP. 3-N, RNG. 23-W

SCALE; ONE INCH = 50FT.

SURVEYED BY; B.B. MURPHY
DRAWN BY; T. B. ROSE

DESCRIPTION

Property in this Plat dedicated described as beginning at a P.R.M. 1941 feet ± East along North Section line from the Northeast corner of Section 16, Township 3-North, Range 23 West, 1790.64 feet South along East R/W of County Road to said P.R.M. same being point of beginning of property here dedicated; thence S 83°-14'-40"E 203.95 feet to P.R.M., thence S 08°-23'-20"W 250 feet to P.R.M at North R/W State Road No. 10, (U.S. 90), thence along said R/W S 81°-36'-40"E 585 ft to a point, thence N 08°-23'-20"E 177.98 to point at P.C. of 8°-44'-51" Curve to left; thence along Length of Curve 1047.56 feet to point at P.T. of Curve, thence North 83°-14'-40" W 242.90 feet to point at East R/W County Road, thence on a bearing S 03°-59'-40"E run 595.40 feet to point of beginning.

DEDICATION

STATE OF FLORIDA
COUNTY OF OKALOOSA

Know all men by these presents, that Crescent Heights, Inc., a corporation organized and existing in the State of Florida, the owners of the land shown on this plat, does hereby subdivide this property as shown and dedicates to public use all streets and roads shown hereon, reserving unto itself or assigns all rights of reversion should it be vacated in accordance with law.

In witness whereof, Crescent Heights, Inc., has caused this plat to be signed by its president, attested by its secretary and affixed its corporate seal this 5th day of Nov., 1955.

CRESCENT HEIGHTS, INC.

Witnesses:
Darlis E. Blakely
Darlis E. Blakely

John F. Campbell, President
Jean M. Campbell, Secretary

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

Before me personally appeared John F. Campbell and Jean M. Campbell, known to me to be president and secretary respectively of Crescent Heights, Inc., and acknowledged that they did execute the foregoing dedication for the uses and purposes set forth therein.

Given under my hand and seal this 5th day of Nov., 1955.

Darlis E. Blakely
Notary Public
State of Florida at Large

My commission expires 6/1, 1957

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this plat was presented to the Board of County Commissioners of Okaloosa County, Florida, and was approved by them for record this 1st day of Nov., 1955.

L. Barnes, Chairman
_____, Member
_____, Member
_____, Member
_____, Member

FILING CERTIFICATE

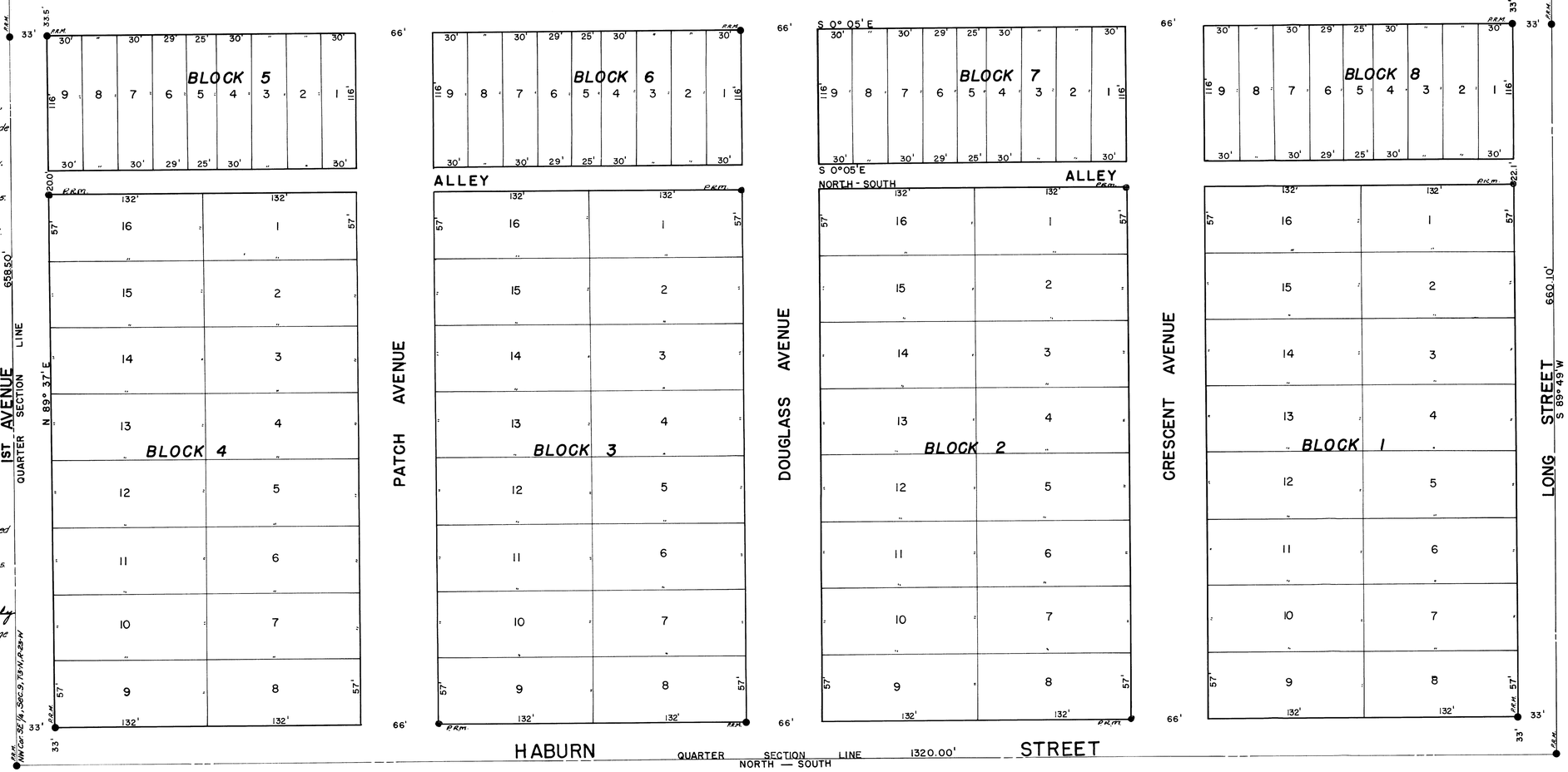
I, Cecil W. Anchors, Clerk of Circuit Court of Okaloosa County, Florida do hereby certify that this plat conforms to the provisions of Chapter 10275, Laws of Florida, Acts of 1925, and was hereby filed in the Official County Records on the 7th day of Nov., 1955, in Plat Book 2 on page 101.

(Seal) Cecil W. Anchors
Clerk of Circuit Court

SURVEYOR'S CERTIFICATE

I, John C. Sims, Jr., do hereby certify that I supervised the survey of the land shown hereon, and that permanent reference marks, shown P.R.M., were placed as required by Chapter 10275, Laws of Florida, Acts of 1925.

John C. Sims, Jr.
Registered Surveyor No. 539
State of Florida



DESCRIPTION OF PROPERTY

Using the concrete monument at the Northwest corner of the Southeast Quarter of Section 9, Township 3 North, Range 23 West as a point of beginning, go N 89° 37' E a distance of 658.50 feet along the quarter section line to a point; thence, S 0° 05' E a distance of 1320.00 feet to a point; thence, S 89° 49' W a distance of 660.10 feet to a concrete monument; thence, North a distance of 1320.00 feet along the quarter section line to a concrete monument and the point of beginning, all being the West Half of the Northwest Quarter of the Southeast Quarter of Section 9, T-3N, R-23-W, Okaloosa Co., Fla.

CRESCENT HEIGHTS

A SUBDIVISION OF THE WEST HALF OF THE NORTH-WEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 NORTH, RANGE 23 WEST OKALOOSA CO., FLA.

SCALE: 1 INCH = 50 FEET

OCTOBER, 1955

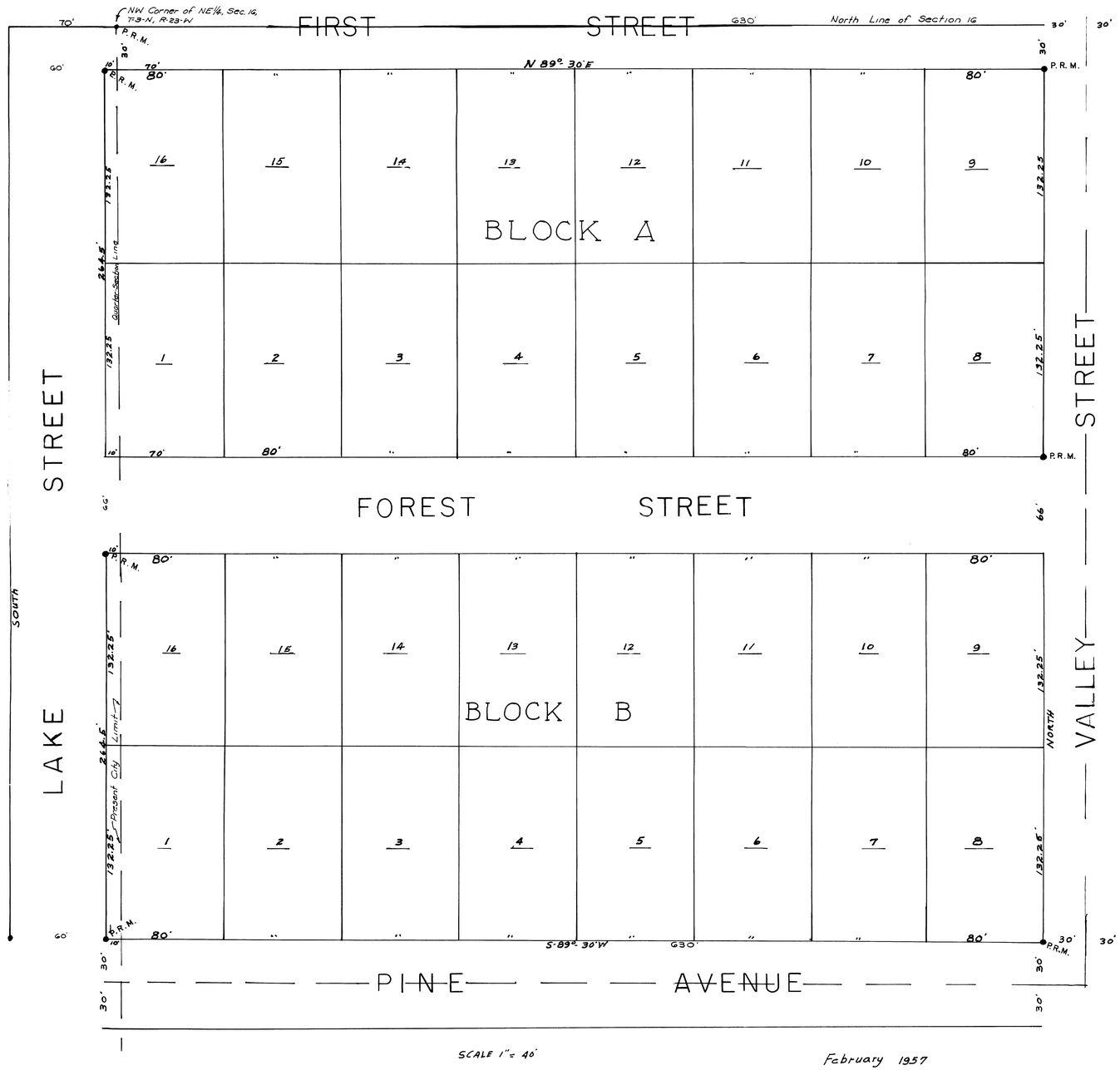
CRESCENT HEIGHTS
2-101

2-141

lakeview

LAKEVIEW SUBDIVISION

A PORTION OF THE N.E. QUARTER OF THE N.W. 1/4 AND THE N.W. QUARTER OF THE N.E. 1/4 OF SECTION 16, T-3-N, R-23-W, OKALOOSA COUNTY, FLORIDA



SCALE 1" = 40'

February 1957

BK. 2, PG. 141

DEDICATION

STATE OF FLORIDA
COUNTY OF OKALOOSA

The undersigned HAMPTON C. Reece and Wife Mildred F. Reece Owners of Land in this plat do authorize said Plat be recorded in Public Records of this County. Do hereby dedicate to the Public all Roads, Streets and other public places shown on this Plat.

Witnesses: William D. Barron
Mary Powell

Hampton C. Reese Seal
Mildred F. Reece Seal

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF OKALOOSA

Before me personally appeared Hampton C. Reece and Wife Mildred F. Reece, To me well known and acknowledged this Plat For the uses and purposes Setforth Therein.

Given under my hand and seal This 14 day of May, 1957

Cecil W. Anchors
Clerk Circuit Court — Notary Public State of Fla at Large

My commission expires _____ 19

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this Plat was presented to the Board of County Commissioners of Okaloosa County, Florida, and was approved by them for record this 14 day of May, 1957.

W. S. Glover — Chairman
W. F. Hennings — Member
M. C. Rigdon — Member
Brady Hobart — Member
L. Barnes — Member

FILING CERTIFICATE

I, Cecil W. Anchors, Clerk of Circuit Court of Okaloosa County, Florida. do hereby certify That this plat conforms to the provisions of Chapter 10275, Laws of Florida, Acts of 1925, and is hereby filed in the Official County Records on the 14th day of May, 1957, in Plat Book 2 on Page 141

(Seal) Cecil W. Anchors
Clerk of Circuit Court

SURVEYOR'S CERTIFICATE

I, John W. Grice, do hereby certify that I Supervised the Survey of the lands, Shown hereon, and that permanent reference marks, Shown P.R.M. were placed as required by Chapter 10275, Acts of 1925, Laws of Florida.

John W. Grice
Registered Surveyor 1179
State of Florida

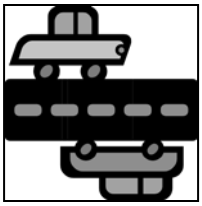
APPROVAL OF CITY COUNCIL

This is certify that this plat was pecsented to The City Council of Crestview, Florida. and Was approved by Them For Record This ____ day Of ____ 1957.

_____ Mayor
_____ Clerk

DESCRIPTION

Beginning at a concrete monument at the NW Corner of the NE¼ of Section 16, T-3-N, R-23-W, run N 89°30' E along the North line of said Section a distance of 630 feet to a point; thence South a distance of 625 feet to a concrete monument; thence, S 89°30' W a distance of 700 feet to a concrete monument; thence North a distance of 625 feet to a point on the North line of said Section; thence, N 89°30' E a distance of 70 feet to the Point of Beginning, all being a portion of the NE¼ of NE¼ of NW¼ and the NW¼ of NW¼ of NE¼ of Sec. 16, T-3-N, R-23-W, Okaloosa County, Florida.



2.2 TRANSPORTATION

Goal 1: Provide a safe, economic and efficient transportation system that maximizes the mobility of people and goods.

Objective 1.1 *Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.*

Policy 1.1.1 Continue to participate in the Okaloosa – Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element.

Policy 1.1.2 Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

Objective 1.2 *Establish operation and maintenance responsibility, functional classifications, and level of service standards for roads and highways within the County.*

Policy 1.2.1 Level of Service (LOS) Standards for state roadways are hereby established as shown on Table 2.2.1.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.
2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

TABLE 2.2.1
STATE ROADWAY LEVEL OF SERVICE STANDARDS

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
SR 4	Santa Rosa County line to US 90	Minor Arterial	Undivided	Rural Undev.	2	D
I-10	Santa Rosa County line to SR 85	Principal Arterial	Divided	Rural Undev.	4	B
I-10	SR 85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B
US 90	Santa Rosa Co. line to SR 4	Minor Arterial	Undivided	Rural Undev.	2	C
US 90	SR 4 to MPA boundary	Minor Arterial	Undivided	Rural Dev.	2	C
US 90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided	Transitioning	2	C
US 90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	D
US 90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Dev.	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
US 98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided	Urbanized	4	E
US 98	Eastern leg SR 85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	D
US 98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	D
US 98	CR 2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	D
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 Undev.	2	C
SR 189	Mooney Rd. to SR 85	Minor Arterial	Divided	Urbanized	4	D
SR 189	SR 4 to Alabama State line	Minor Arterial	Undivided	Rural Undev.	2	C

TABLE 2.2.1 (Cont.)
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 Undev.	2	C
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 123	SR 85 to SR 85	Principal Arterial	Undivided	Transitioning	2	D

Policy 1.2.2 Level of Service Standards for county roadways are hereby established as shown on Table 2.2.2.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) counts.

2. For concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

TABLE 2.2.2
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
CR 189/Log Lake Rd.	US 90 to I-10	Collector	Undivided	Rural	2	D
CR 189/Galliver Cut-Off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./ Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Dev.	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban	2	D

TABLE 2.2.2 (Cont.)
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
Hollywood Boulevard	Mary Esther Cut-Off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr. Blvd.	Hill St. to Green Acres Rd.	Collector	Divided	Urban	4	E
Hurlburt Road	MLK Jr. Blvd. to Beal Pkwy	Collector	Divided/ Undivided	Urban	5/4	E
North Beal Extension	Beal Pkwy to Wright Landfill\	Collector	Undivided	Urban	2	E
Carmel Drive	MLK Jr. Blvd. to Beal Pkwy	Collector	Undivided	Urban	2	E
Lewis St/Mayflower Av/ South Av	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
CR 190 (College Blvd E)	SR 85 to Forest Rd	Collector	Undivided	Urban	2	E
CR 190 (College Blvd W)	SR 85 to SR 85	Collector	Undivided	Urban	2	E
Rocky Bayou Drive	SR 20 to Forest Rd.	Collector	Undivided	Urban	2	E
Forest Road	Rocky Bayou Dr to SR 285	Collector	Undivided	Urban	2	E
Commons Drive	Two Trees Rd to Kelly Plantation Dr	Collector	Undivided/ Divided	Urban	2	D
Commons Drive	Kelly Plantation Dr to Matthew Blvd	Collector	Undivided	Urban	2	D
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

Policy 1.2.3 Constrained and Backlogged Roadways: Constrained Roadways are defined as "roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations." (1998 FDOT LOS Handbook). Backlogged Roadways are defined as "roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction

in the first three years of FDOT's adopted work program or the five-year schedule of improvements contained in a local government's capital improvements element, and not constrained." (1998 FDOT LOS Handbook).

Policy 1.2.4 A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6.a.-c., Florida Administrative Code, shall not be subject to the concurrency requirements of Chapter 4, Policy Document.

Objective 1.3 *Give the highest priority to transportation improvements that will relieve existing traffic congestion.*

Policy 1.3.1 Coordinate with the Okaloosa – Walton TPO in the development of the Traffic Operations Project Priorities for the five-year Transportation Improvement Program.

Policy 1.3.2 Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.

Policy 1.3.3 Prior to approving new road construction projects to add capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as:

a. Intersection improvements;
b. Synchronization of traffic signals;
c. Traffic calming measures;
d. Installation of auxiliary lanes;
e. Redesign or realignment of roadways; and
f. Multi-modal systems

Policy 1.3.4 No plan amendment or rezoning shall be approved which increases the residential density or nonresidential intensity for properties fronting upon roadways identified as "congested segments" in the TPO August 2008 "Congestion Management Process Plan" unless it can be demonstrated that a clearly defined public benefit will result. These roadways include the following segments.

1. P.J. Adams Parkway/Antioch Road from SR 85 to US 90.

Objective 1.4 *Minimize accidents, including automobile/ pedestrian/ bicycle conflicts, by emphasizing safety features and by developing a multi-modal and intermodal transportation system.*

Policy 1.4.1 Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds.

Policy 1.4.2 Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets.

Objective 1.5 *Provide for adequate emergency evacuation by providing alternative evacuation routes and adequate highway capacity on evacuation routes and by mitigation measures adopted in the Okaloosa County Local Mitigation Strategy.*

Policy 1.5.1 Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

Objective 1.6 *Support Florida Intrastate Highway System (FIHS) and aviation transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions.*

Policy 1.6.1 Participate in implementation of Okaloosa – Walton TPO strategies to facilitate local traffic use of alternatives to the FIHS to protect its interregional and intrastate functions.

Policy 1.6.2 Coordinate with the TPO in conducting feasibility studies for an aviation port for specific intermodal transportation as it relates to air cargo, surface transportation (trucking), and railway corridor connections.

Policy 1.6.3 The County shall seek all possible federal and state funds to prepare and implement updated airport master plans.

Policy 1.6.4 **Reserved**.

Policy 1.6.5 Initiatives will be pursued to acquire property adjacent to all airports using federal and state grants and local funding in order to enhance the airports' primary approach surfaces and prevent encroachment into the airport enterprise operational areas. The primary focus will include the runway clear zones and FAR PART 150 noise

contours that enhance airworthiness, safety of approaches, airport facilities and safety of persons on the ground. Special consideration and entitlement funding will be appropriated for compatible business opportunities that are directly aviation-related businesses as approved by the Board of County Commissioners.

Policy 1.6.6 Reserved.

Policy 1.6.7 The County will continue to operate the three airports as an enterprise fund using federal and state grants consistent with local enterprise funds, user fees, and passenger facilities charges (PFCs). Beyond the year 2018, and as approved by the Board of County Commissioners, a tax revenue generation base should be considered if it is determined that an expanded airport system with Intermodal capabilities is necessary.

Policy 1.6.8 The County shall protect airport facilities from encroachment of incompatible land uses through appropriate land development regulations that provide for the protection of the clear zones and the attenuation of noise impacts through construction standards and code enforcement. Federal Aviation Administration (FAA) aeronautical studies and a determination of no hazard to navigation must be issued for all tall structures located within the vicinity of airports. Applications and plans for all proposed tall structures within Okaloosa County will be reviewed by the Okaloosa County Aviation Committee to determine compatibility with aviation facilities. The Okaloosa County Planning Commission shall recommend and the BCC shall grant final approval.

Objective 1.7 *Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.*

Policy 1.7.1 Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Fort Walton Beach MPO, the FDOT 5-Year Transportation Plan, and the Continuing Florida Aviation System Plan (CFAST) to ensure that future transportation access needs of the County's airport facilities are met.

Policy 1.7.2 Promote the implementation of the Ft. Walton Beach Urbanized Area MPO 2020 Plan as it relates to roadway improvements improving access to major attractors in Okaloosa County, including airports and other related public transportation facilities.

Policy 1.7.3 Ensure that the Five Year Transit Development Plan includes strategies to

address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

Goal 2: Provide an energy efficient transportation system.

Objective 2.1 *Reduce energy consumption by recommending transportation system improvements such as traffic calming measures that lessen the need for stop signs and traffic signals and result in less vehicle idling, a major contributor to air pollution and wasted fuel.*

Policy 2.1.1 Promote design of subdivision street systems that incorporates multiple interior connections and relatively direct routes between major transportation arteries.

Policy 2.1.2 Promote the use of traffic calming measures that reduce the need for traffic signals.

Objective 2.2 *Reduce energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, High Occupancy Vehicles (HOV) lanes) or to reduce travel demand.*

Policy 2.2.1 Evaluate existing Park & Ride lot usage and review the recommendations in the WFRPC *West Florida Park & Ride Lot Planning Guide* in order to determine how to promote existing usage and where to establish new Park & Ride lots if analysis warrants the need for such facilities.

Policy 2.2.2 Coordinate with the Ride Share Program of the WFRPC to develop and maintain car/vanpool programs that serve area employers, especially those that employ more than 50 employees.

Policy 2.2.3 Coordinate with the Economic Development Council to support and promote commute trip reduction programs, telecommuting, electronic communications, variable work weeks and flextime.

Policy 2.2.4 Participate in the development of the Okaloosa – Walton TPO 2030 LRTP especially in support of travel demand management strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

Objective 2.3 *Reduce energy consumption by promoting measures to facilitate pedestrian and bicycle facilities into the design of transportation projects not on the Interstate System.*

Policy 2.3.1 Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate non-motorized transportation facilities, including, but not limited to, the installation of signage, striping of roadways, widening of roadways, installation of sidewalks, and wheelchair ramps at intersections.

Objective 2.4 *Reduce energy consumption by promoting use of alternative fuels (e.g., compressed natural gas).*

Policy 2.4.1 Monitor the use of alternative fuels at other public agencies with large fleets of vehicles and coordinate with Okaloosa Coordinated Transportation, Inc., private sector industries and other public agencies to consider the use of low and zero-emission vehicles by large fleet operators.

Goal 3: Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area.

Objective 3.1 *Minimize adverse impacts on the environment, natural and scenic views, and existing developments by balancing the location, design, construction and operation of the transportation system with environmental and existing development features.*

Policy 3.1.1 Design and build transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:

a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;
b. Appropriate paving materials, including intersection treatments;
c. Appropriate styles of traffic control facilities; and
d. Landscape materials that complement the character of the resources.

Policy 3.1.2 Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, bike lanes, installation of signage, and striping of roadways so as to accommodate non-motorized transportation facilities.

Policy 3.1.3 Development or expansion of aviation and related facilities shall be consistent with the Okaloosa County Airport Master Plan and the Future Land Use Map and balanced with sound business practices. All proposals for development or expansion of aviation and related facilities shall include findings that describe the consistency

between the proposed development and expansion with all elements of this ordinance. The County or its consultants may prepare the findings. In the event the findings are prepared by applicants not associated with the County, the findings must be approved by the County in advance of the issuance of any development permit or order.

Policy 3.1.4 All new or expanded airport facilities shall be constructed so as to consider and mitigate any impacted natural resources.

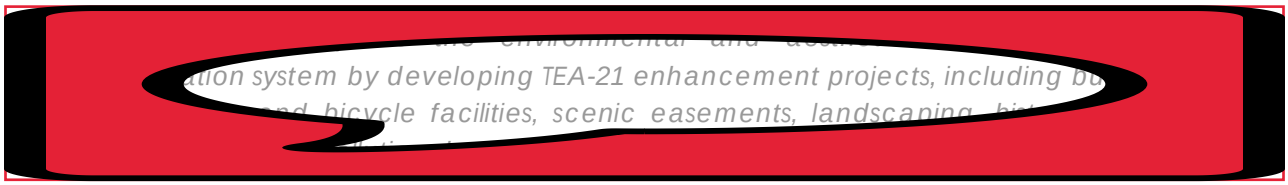
Objective 3.2 *Encourage accessible public transportation for the transportation disadvantaged through coordination of local social service transportation.*

Policy 3.2.1 Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider.

Policy 3.2.2 Coordinate plans for transportation-disadvantaged services with the development of the Five-Year Transit Development Plan as updates are completed.

Objective 3.3 *Enhance the urban area economic vitality by providing a transportation system that takes into consideration the needs of the business community and economic development strategies.*

Policy 3.3.1 All developments, including, but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, non-motorized transportation facilities and sufficient vehicular parking to accommodate the needs of the development.



Policy 3.4.1 Conduct a study to identify potential ISTEA enhancement projects and apply for the funds on an annual basis.

Goal 4: Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities.

Objective 4.1 *Minimize the need for construction of new highways through development of a Congestion Management System and identification of strategies to reduce travel demand, encourage alternative modes of travel and implement traffic operations improvements.*

Policy 4.1.1 Participate in the development of the Okaloosa – Walton TPO 2030 LRTP plan as it addresses establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

Policy 4.1.2 Participate in the development of the TPO 2030 plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety.

Policy 4.1.3 Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at all county offices on any commuter assistance programs, public transit, the coordinated transportation system program, and any bicycle/pedestrian programs endorsed by the County.

Objective 4.2 *Maintain and enhance the safety and efficiency of the arterial road system and minimize transportation conflicts associated with development by coordinating FDOT driveway permitting process, limiting development access to the transportation system and increasing interconnection between adjacent developments.*

Policy 4.2.1 Any time a development project requires installation of access ways at distances closer together than the number of feet approved by FDOT for the roadway, a system of service roads will be required to be installed by developers for new development along arterial roads and designated limited access highways within the County, consistent with FDOT access management policy.

Policy 4.2.2 The County shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and County access management policy.

Policy 4.2.3 Whenever possible require developments to provide direct vehicular and pedestrian connections to adjacent residential developments and/or service

commercial or institutional land uses to reduce the need for additional access onto collector and arterial streets.

Goal 5: Provide measures to relieve financial constraints on improvements to the transportation system.

Objective 5.1 *Obtain adequate funding for needed transportation improvements by encouraging greater state and federal participation and local adoption of measures to augment these revenue sources.*

Policy 5.1.1 Continue to levy a local option gas tax as a user fee and use the funding obtained to construct and maintain bridges and roads and associated transportation facilities.

Policy 5.1.2 Assist in the development of a Cost Feasible Plan that identifies sources of funding that can reasonably be expected to be available to implement the Okaloosa – Walton TPO 2030 LRTP and recommends additional funding sources for other needed improvements.

Objective 5.2 *Equitably distribute transportation costs by requiring applicable development projects to construct appropriate transportation improvements on the public road system based on the proportional impacts of the development.*

Policy 5.2.1 The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact.

Policy 5.2.2 Encourage or require where appropriate new residential subdivisions, depending on their relation to congested or deficient arterial roadways, to design an internal public street system that will implement other goals, objectives and policies adopted in the transportation element to mitigate further congestion on the arterial roadway system.

Objective 5.3 *Protect existing and future rights-of-way from building encroachment.*

Policy 5.3.1 It is hereby declared that the protection and preservation of certain roadway rights-of-way from building encroachment furthers a legitimate

governmental interest in the form of ensuring adequate right-of-way for future widening or improvement projects, protecting the public safety by ensuring that buildings do not become a hazard to either motorists or building occupants due to proximity to the roadway, and providing a means to accommodate future growth and development by ensuring adequate roadway and transportation corridors.

Policy 5.3.2 No portion of any building shall be constructed within an existing public roadway except for those buildings or structures which functionally must be located within a right-of-way (i.e. toll booth, weigh station, pedestrian overpass, etc.).

Policy 5.3.3 The following criteria shall be used when evaluating which roadways may be subject to right-of-way protection and preservation: 1) apply only to **existing** roadways and rights-of-ways; 2) the roadway must be identified for widening or improvement in the Okaloosa-Walton TPO 2030 Long Range Transportation Plan (LRTP); 3) insufficient right-of-way exists to accommodate the work program described in the LRTP, and; 4) the road segment must be relatively free of buildings already located within the right-of-way protection/preservation area.

Policy 5.3.4 When rights-of-way for future roadway improvements have been identified and scheduled for construction, such rights-of-way shall be preserved through acquisition of the properties involved, or in the manner prescribed at s. 336.02, F.S.

Goal 6: Provide a cooperative, continuing and comprehensive transportation process.

Objective 6.1 *Achieve a coordinated area transportation system through a local, regional, state and national decision-making partnership.*

Policy 6.1.1 Coordinate the County's transportation planning process with the plans and programs of the Okaloosa – Walton TPO, the Florida DOT, the Northwest Florida Coast Resource Management and the West Florida Regional Planning Council *Strategic Regional Policy Plan.*

Policy 6.1.2 Continue to fund the County's fair share of the annual operating cost of the Okaloosa – Walton TPO and provide representatives to serve on the TPO and the various advisory committees created by the TPO.

Objective 6.2 *Ensure that the transportation system is supportive and compatible with growth management goals by coordinating the transportation plan with local, regional and state comprehensive plans.*

Policy 6.2.1 All land use decisions shall be consistent with Okaloosa County's Future Land Use Maps and the Traffic Circulation Maps.

Policy 6.2.2 The County Growth Management Director or designee shall review all plans and proposals for development or redevelopment within the County by using the Future Land Use Maps and the Future Traffic Circulation Maps adopted herein. The review shall include a determination of consistency with the maps. Note: The review is not limited to the map series but must include the map series.

Objective 6.3 *Ensure the transportation system chosen as the optimum design is user acceptable by taking into consideration local desires and preferences.*

Policy 6.3.1 Continue to promote a high level of citizen participation in the transportation planning process through an active TPO Citizen's Advisory Committee and public meetings.

Okaloosa County Public Works Department

Dear **Okaloosa County Public Works Department**,

As an owner of property located at 201 Valley Rd. in Crestview as well as multiple other locations throughout the City of Crestview and Okaloosa County, I am writing to you in support of construction for sidewalks along Valley Rd. from Hwy 90 to Stillwell Ave.

This would greatly improve the area as well as provide necessary safety measures for pedestrians.

Please let me or my office know if you have any questions.

Thank you-

John B Rogers
PRESIDENT

ROGERS & GRANT
201 Valley Rd.
Crestview, FL 32539
850.837.7200

Okaloosa County Public Works Department

SIDEWALK PROJECT – LETTER OF SUPPORT

PEDESTRIAN FACILITIES FROM HWY 90 TO STILLWELL BLVD ALONG VALLEY RD

Name: Carly Cosson

Address: 1090 Country Living Rd.
Baker, FL 32531

I, Carly Cosson, support construction of sidewalks along Valley Rd. from Hwy. 90 to Stillwell Blvd. Here is my statement:

As an employee of OCSD that worked at Walker Elem. for several years the need for sidewalk is long overdue. The safety of students is and should be a priority for schools and the county and this project would help support that notion.

Carly Cosson
Printed Name

Signature

Okaloosa County Public Works Department

SIDEWALK PROJECT – LETTER OF SUPPORT

PEDESTRIAN FACILITIES FROM HWY 90 TO STILLWELL BLVD ALONG VALLEY RD

Name: Losley King

Address: 110 Tyner Dr.
Crestview FL.
32539

I, L. King, support construction of sidewalks along Valley Rd. from Hwy. 90 to Stillwell Blvd. Here is my statement:

I feel as though a sidewalk would be beneficial in regard to the amount of children that attend Walker Elementary and walk along the street. The amount of traffic in the area causes concern for the children.

Lesley King
Printed Name

Signature

Okaloosa County Public Works Department

SIDEWALK PROJECT – LETTER OF SUPPORT

PEDESTRIAN FACILITIES FROM HWY 90 TO STILLWELL BLVD ALONG VALLEY RD

Name: Nathan Harrison

Address: 5366 Monterrey Rd
Crestview, FL 32539

I, Nathan Harrison, support construction of sidewalks along Valley Rd. from Hwy. 90 to Stillwell Blvd. Here is my statement:

Nathan Harrison
Printed Name

Signature

Safety:

- Improves mobility for disabled, elderly or youth populations
    - Address is 105 Brentwood Lane, wheelchair-bound citizen who travels via wheelchair to/from work on this corridor
- Improves visibility of non-drivers to motorists
    - Sidewalk will put non-drivers on a clearly defined path off of the traveled way of motorists

Connectivity:

- Improves access to commercial areas
    - Allows pedestrians to use non-motorized transportation to get from their home to businesses both on 90 and highway 85 via Stillwell sidewalk
- Fills a documented gap in an existing transportation network
    - Bridges the gap between Stillwell and Highway 90 on a very highly-traveled corridor by non-motorized citizens
- Provides pedestrian/bicycle facilities between a K-12 school and a zoned residential area
    - Valley is almost exclusively residential and this would connect those homes to Walker Elementary school

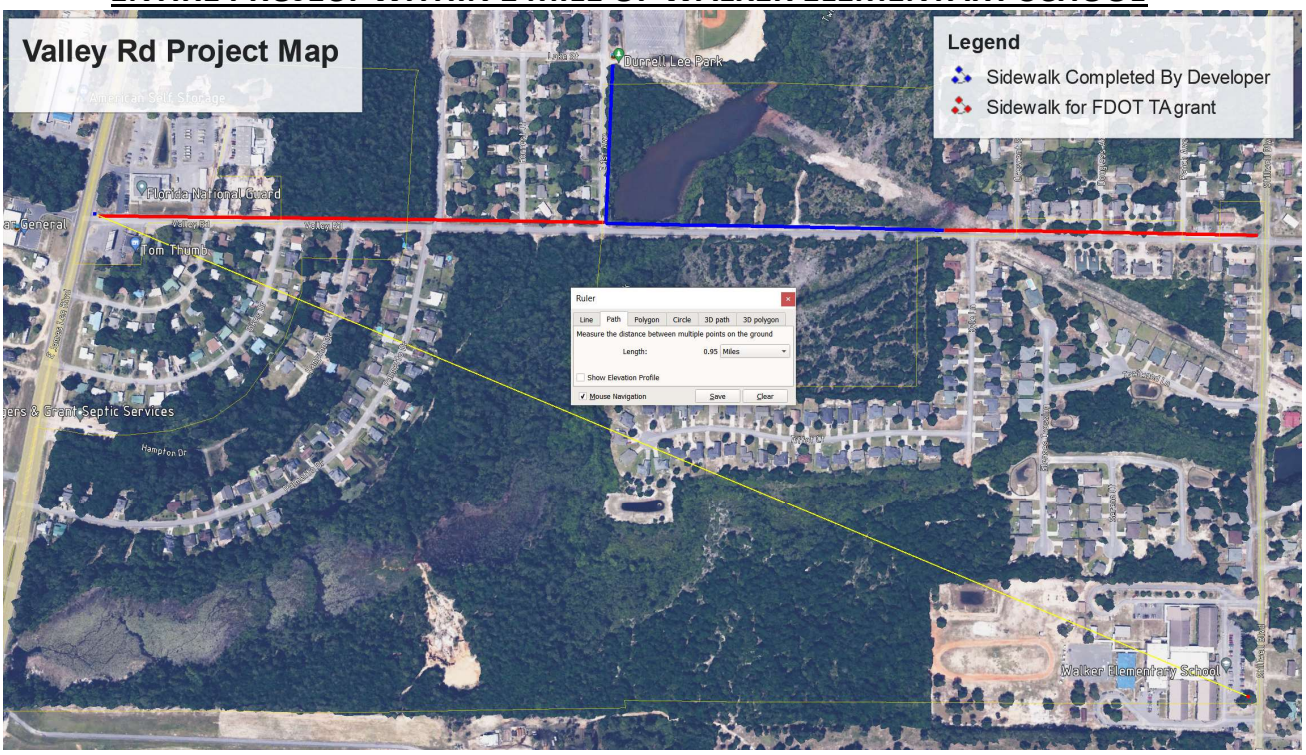
Location Efficiency:

- Provides Improved Access to:
    - Childcare Network, 1040 Farmers St, Crestview, FL 32539 *Via Stillwell Blvd Sidewalk*
    - Walker Elementary, 2988 Stillwell Blvd, Crestview, FL 32539 *Via Stillwell Blvd Sidewalk*
    - Durrell Lee Park, 1898 E 1st Ave, Crestview, FL 32539 *Via E 1st Ave*
    - Multifamily Developments Currently at Valley Rd, & Stillwell Intersection.

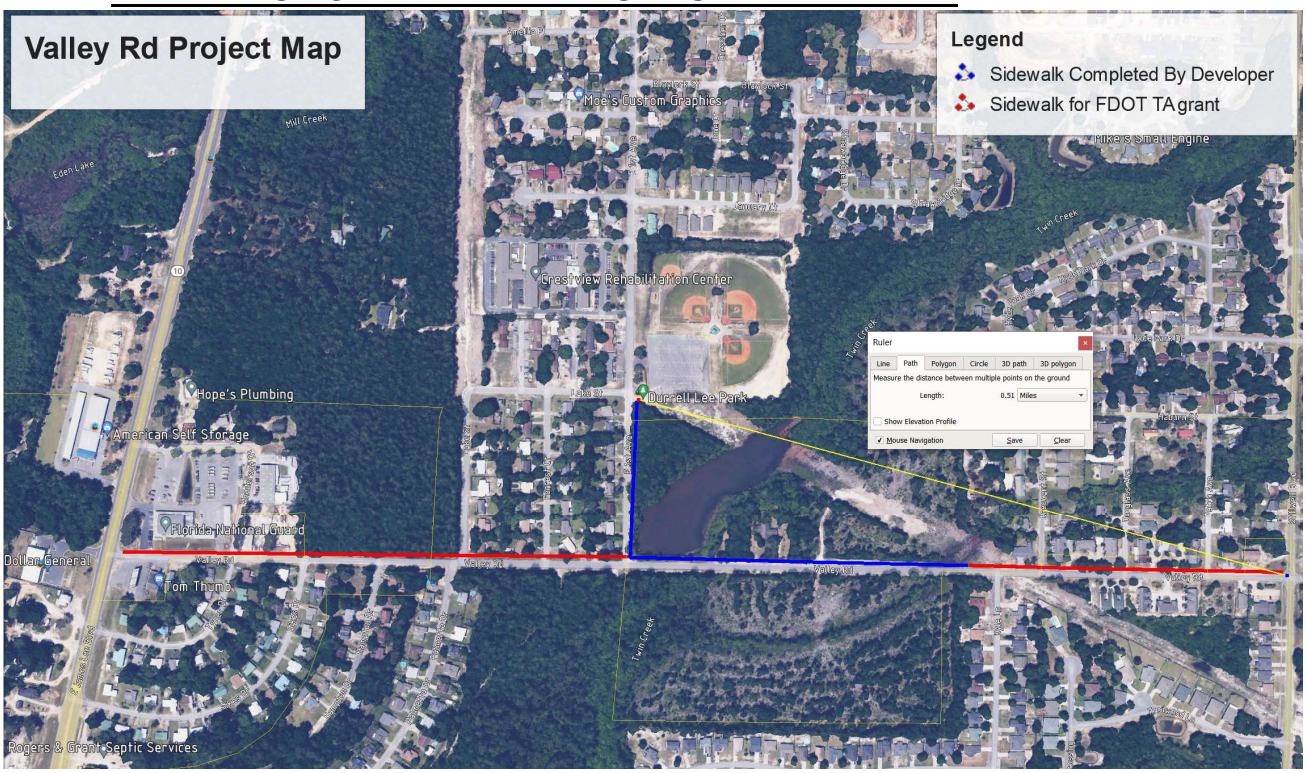
Design Quality:

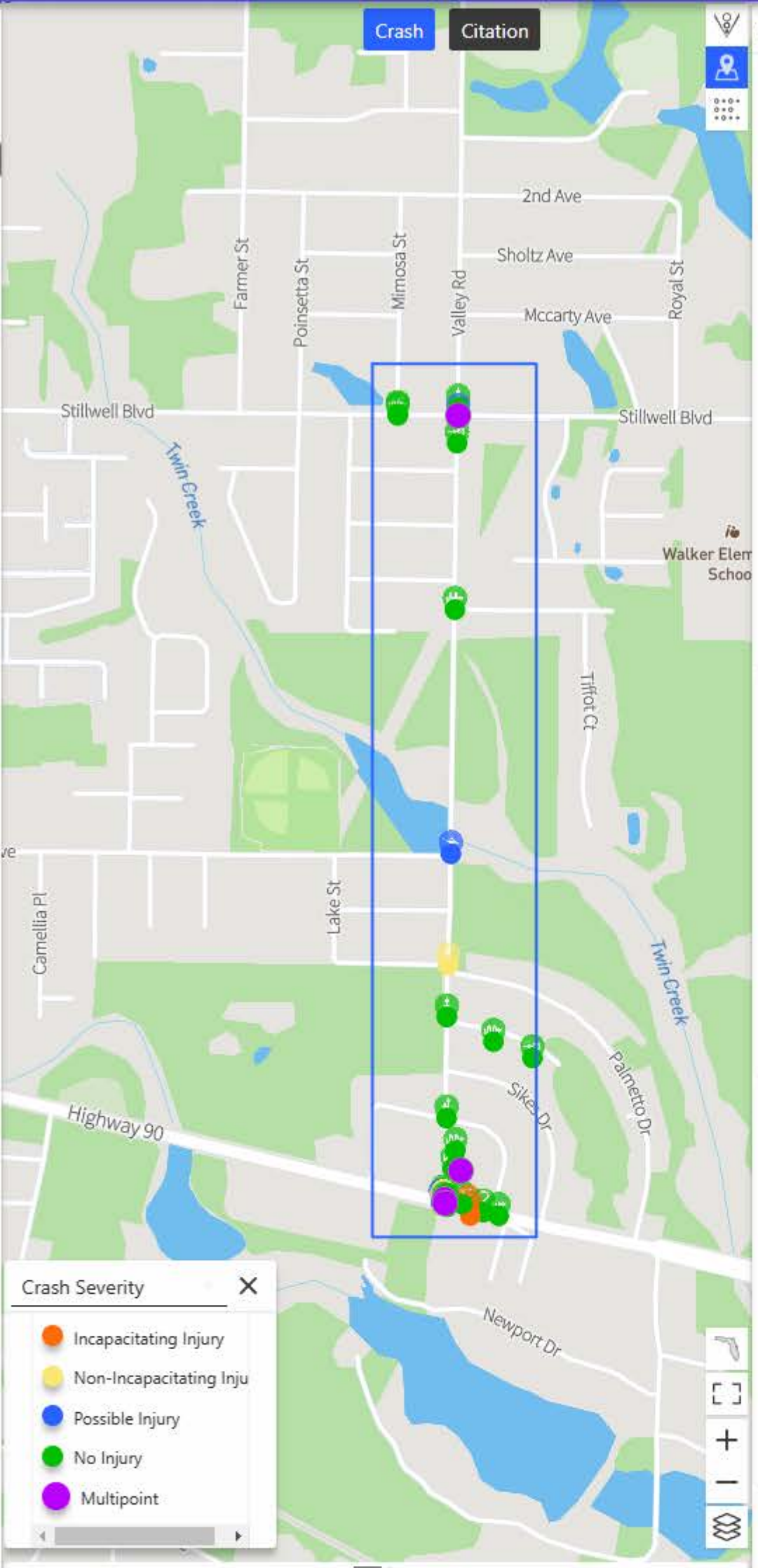
- Prior Phases of this project are under construction or have been completed
    - Stillwell will be under construction this FDOT fiscal year. This sidewalk bridges a gap between Highway 90 and Stillwell
- All right-of-way has been secured or none is needed
    - Right-of-way is dedicated by way of plat. We shouldn't need to acquire any additional easements or rights-of-way for construction

ENTIRE PROJECT WITHIN 1 MILE OF WALKER ELEMENTARY SCHOOL



ENTIRE PROJECT WITHIN 1 MILE OF DURRELL LEE PARK





Crash Severity

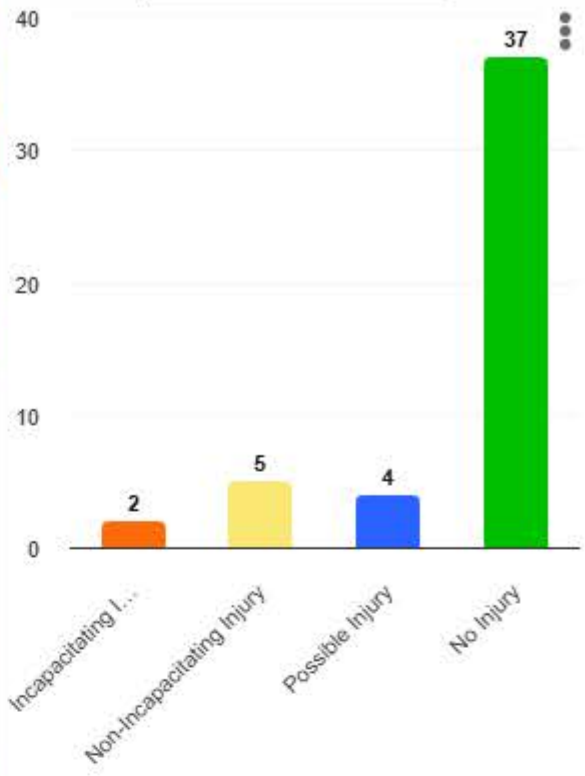
- Incapacitating Injury
- Non-Incapacitating Inju
- Possible Injury
- No Injury
- Multipoint

Injury Summary | Common Attributes | FDOT Attributes

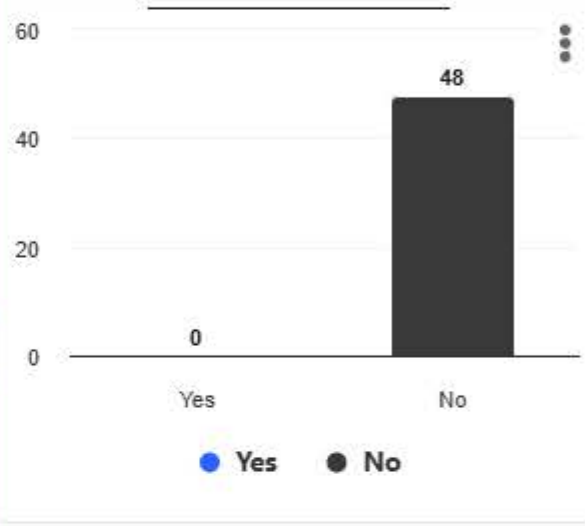
	Total	Fatal Cr...	Serious ...	Injury C...	Propert...
Crashes	48	0	2	9	37
Fatalities (within 30 Days)	0	0	0	0	0
Incapacita... Injuries	2	0	2	0	0
Non-Incapacita... Injuries	9	0	0	9	0
Possible Injuries	13	0	0	13	0
No Injuries	82	0	1	4	77
Non-Traffic Fatalities	0	0	0	0	0

Charting

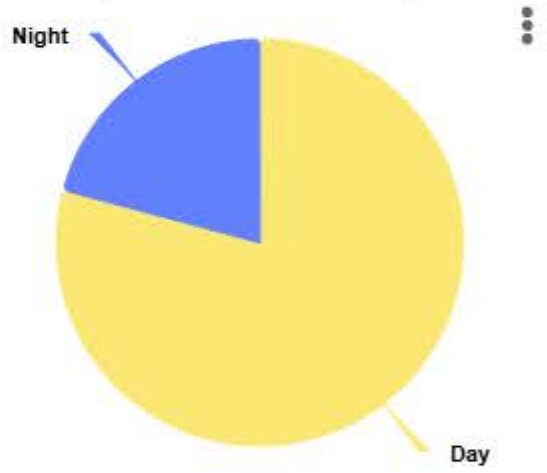
Crash Severity



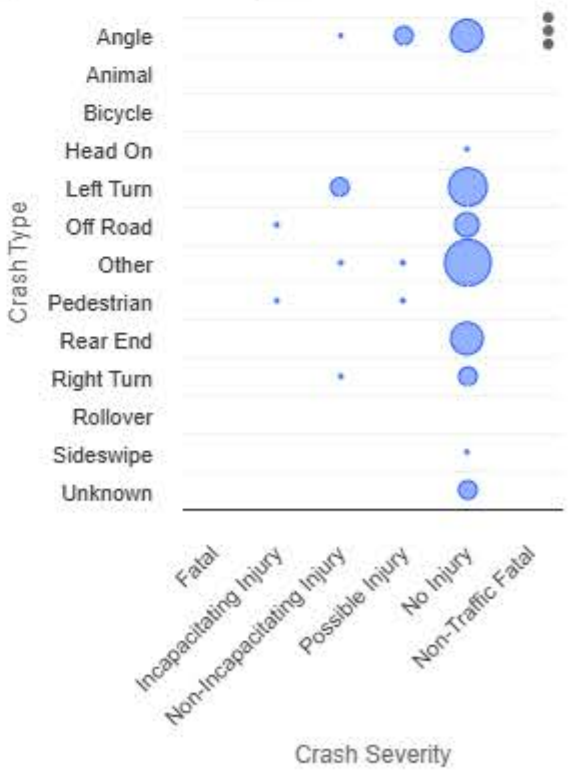
Alcohol Involved



Day or Night



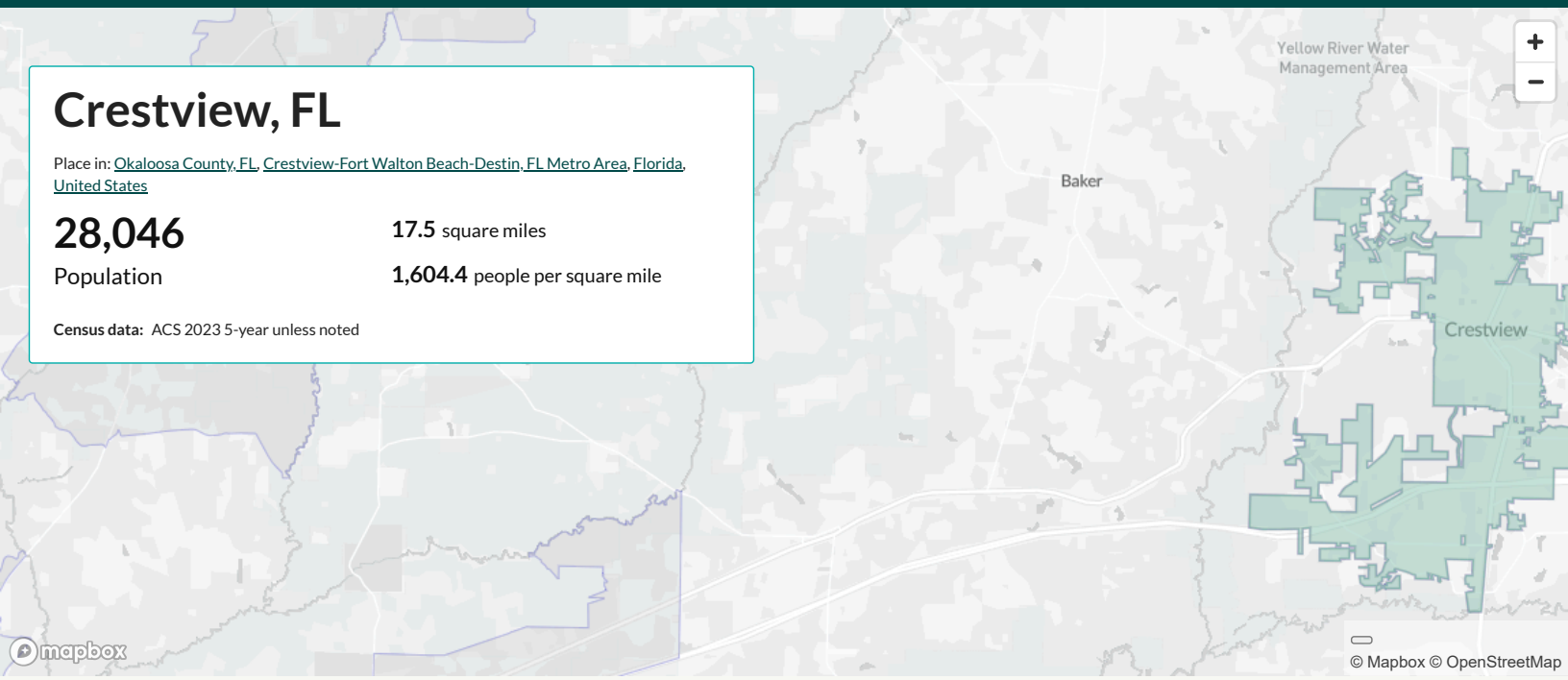
Crash Type | Crash Sev...



Time Grouping: 3 hou

Crash Calendar

Total records: 48 / Mapping Status: Mapped: 48 (Verified: 5 / Preliminary: 43) / Unmapped: 0



Crestview, FL

Place in: Okaloosa County, FL, Crestview-Fort Walton Beach-Destin, FL Metro Area, Florida, United States

28,046
Population

17.5 square miles

1,604.4 people per square mile

Census data: ACS 2023 5-year unless noted

Find data for this place
Search by table or column name...

Hover for margins of error and contextual data.

Demographics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

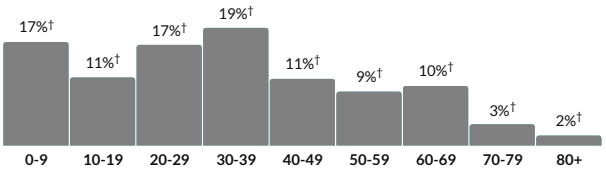
Age

32.2
Median age

about 80 percent of the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 39.2

about three-quarters of the figure in Florida: 42.6

Population by age range



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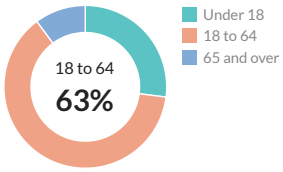
Population by age category



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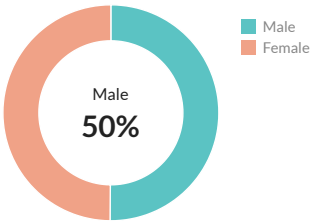
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Sex



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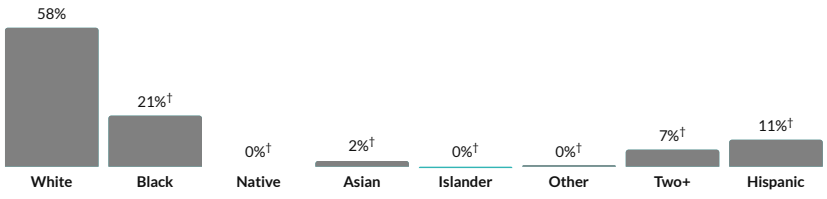
Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

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Economics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Income

$31,414
Per capita income

about two-thirds of the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: $44,122

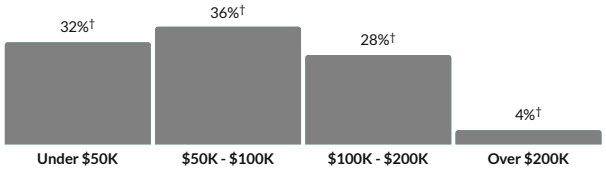
about three-quarters of the amount in Florida: $41,055

$69,279
Median household income

about 90 percent of the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: $79,150

a little less than the amount in Florida: $71,711

Household income



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† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Poverty

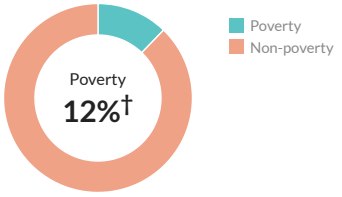
9.4%

Persons below poverty line

a little less than the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 9.9%

about three-quarters of the rate in Florida: 12.6%

Children (Under 18)



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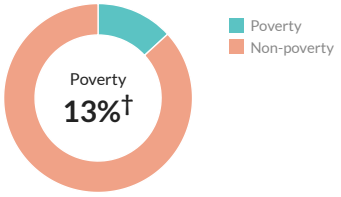
Seniors (65 and over)



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† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Transportation to work

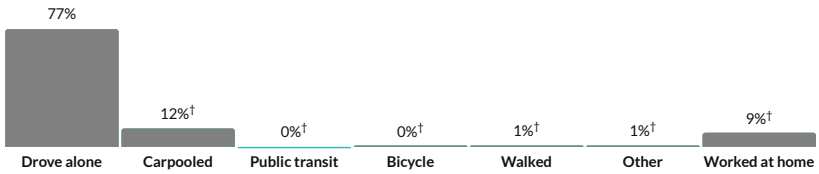
30.1 minutes

Mean travel time to work

about 10 percent higher than the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 27

about 10 percent higher than the figure in Florida: 28

Means of transportation to work



* Universe: Workers 16 years and over

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Families

Households

10,273

Number of households

the Crestview-Fort Walton Beach-Destin, FL Metro Area: 116,782

Florida: 8,550,911

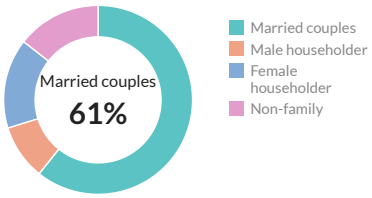
2.6

Persons per household

about 10 percent higher than the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 2.5

a little higher than the figure in Florida: 2.5

Population by household type



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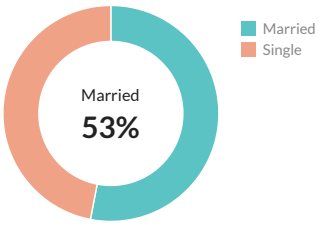
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Marital status



* Universe: Population 15 years and over

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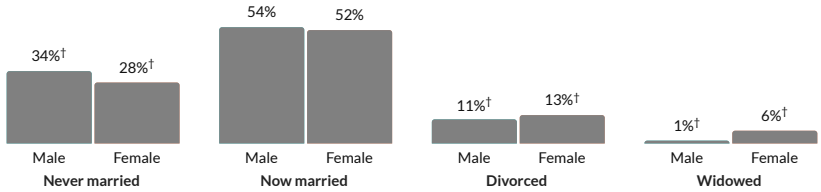
Marital status, by sex



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† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Fertility

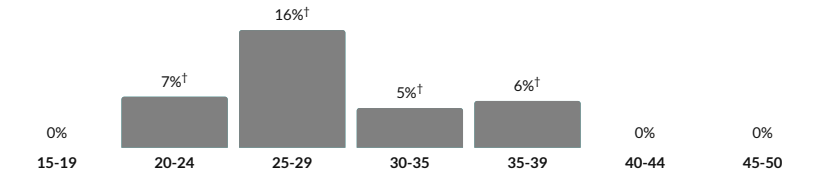
5%

Women 15-50 who gave birth during past year

about three-quarters of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 6.6% †

a little higher than the rate in Florida: 4.8%

Women who gave birth during past year, by age group



* Universe: Women 15 to 50 years

Show data / Embed

Housing

Units & Occupancy

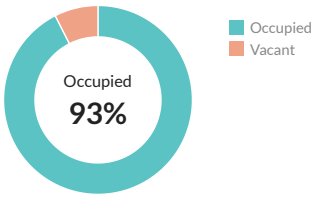
11,103

Number of housing units

the Crestview-Fort Walton Beach-Destin, FL Metro Area: 161,369

Florida: 10,082,356

Occupied vs. Vacant



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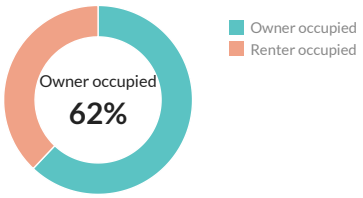
Ownership of occupied units



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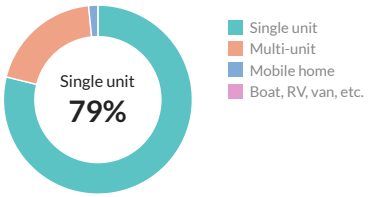
Types of structure



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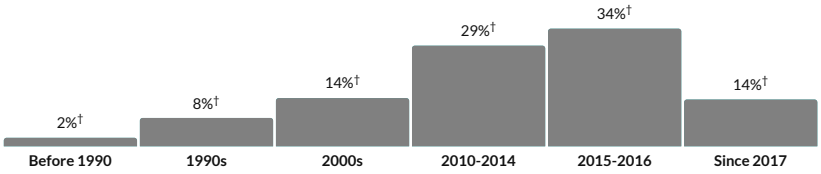
Year moved in, by percentage of population



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Value

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

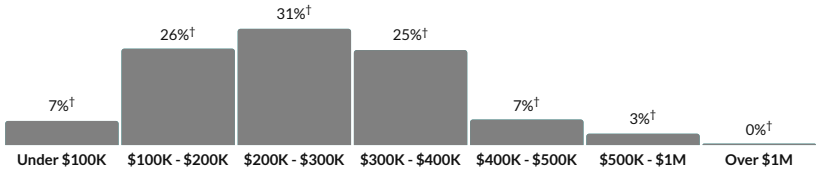
$266,500

Median value of owner-occupied housing units

about 80 percent of the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: $333,800

about 80 percent of the amount in Florida: $325,000

Value of owner-occupied housing units



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Geographical mobility

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

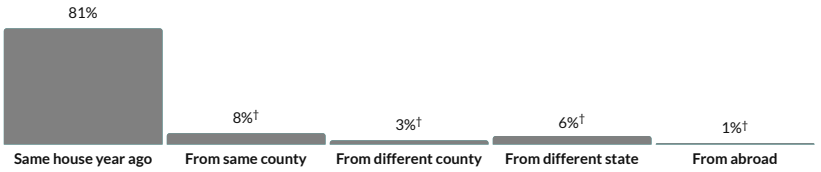
18.8%

Moved since previous year

about 10 percent higher than the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 17.4%

about 1.3 times the rate in Florida: 14%

Population migration since previous year



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Social

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Educational attainment

92.1% ±5.8%

(16,033 ±1,288.4)

High school grad or higher

about the same as the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 92.9% 191,411 (±1.7% / ±3,572.1)

a little higher than the rate in Florida: 89.6% 14,206,862 (±0.2% / ±38,654.5)

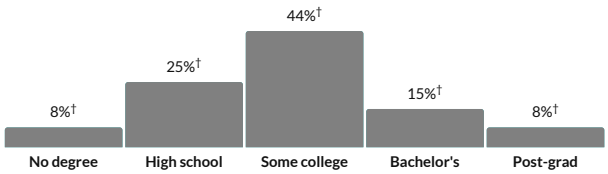
22.7%

Bachelor's degree or higher

about two-thirds of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 34.2%

about two-thirds of the rate in Florida: 33.2%

Population by highest level of education



* Universe: Population 25 years and over

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Language

N/A

Language at home, children 5-17

No data available

Language at home, adults 18+

No data available

Persons with language other than English spoken at home

Place of birth

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

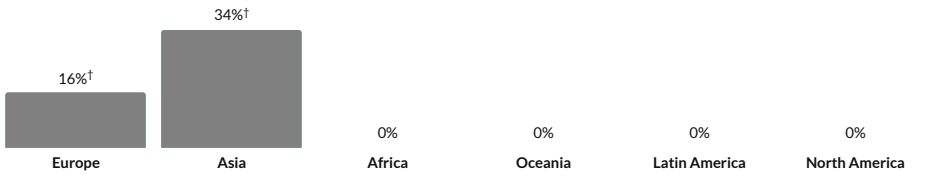
4.9%

Foreign-born population

about three-fifths of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 8.2%

about one-quarter of the rate in Florida: 21.4%

Place of birth for foreign-born population



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Veteran status

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

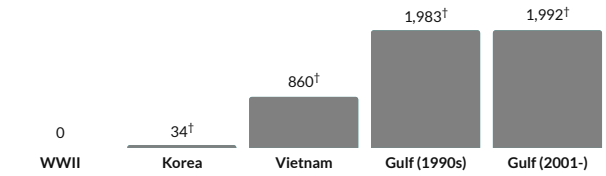
22.1%

Population with veteran status

about 25 percent higher than the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 17.7%

more than double the rate in Florida: 7.7%

Veterans by wartime service



* Civilian veterans who served during wartime only

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4,156 Total veterans
3,413 Male
743 Female

Hover for margins of error and contextual data.

Citation: U.S. Census Bureau (2023). *American Community Survey 5-year estimates.* Retrieved from *Census Reporter Profile page for Crestview, FL* <http://censusreporter.org/profiles/16000US1215475-crestview-fl/>

Transportation Alternatives Program

Project Scoring Criteria

Okaloosa-Walton Transportation Planning Organization

OWTPO

EMERALD COAST REGIONAL COUNCIL

Project Scoring Criteria Background

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

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

Project Scoring Criteria Requirements

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

General Guidelines for Supplemental Data

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

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

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

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

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

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

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

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

Eligible Projects for the Transportation Alternatives Program:

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

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

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

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

Who May Apply?

Eligible project sponsors are determined by the FHWA and should be LAP certified:

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

TPOs are not able to directly sponsor projects.

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	8
Criterion 2	Connectivity	20	18
Criterion 3	Location Efficiency	15	15
Criterion 4	Public Support	10	5
Criterion 5	Proximity to School	10	10
Criterion 6	Design Quality	10	6
Criterion 7	Environmental/Archeological Projects/ Historic Preservation	10	0
	Total Points Possible	100	62

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

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

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

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. **(select one)**	**Pts**	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	
High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	

Safety Issue - *Provide brief descriptions for each claimed criterion*	**Pts**	
Posted speed limit over 30 mph in project area	1	
Improves mobility for disabled, elderly or youth populations - *(Please provide an address and note location on map for the affected facility)* 105 Brentwood Lane	1	1
Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census	1	
Project design encourages traffic calming or vehicle lane narrowing (road diet)	1	
Improves visibility of non-drivers to motorists	1	1

Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design. ***Provide a brief description for each claimed criterion – notate on map where applicable.***	**Pts**	
Physical Separation Barrier 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
Defined Space A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1

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

Total Points for Safety Criteria	8

Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity - *Provide a brief description for each claimed criterion – notate on map where applicable*	**Pts**	
Improves access to commercial areas	3	3
Improves access to parks and recreational areas	3	3
Provides pedestrian/bicycle facilities where none exist	3	3
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	3
Fills a documented gap in an existing transportation network	3	3
Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	2

Transit Connectivity (select one) - *Transit stops must be noted on an attached project map*	**Pts**	
Connects to existing bike/ped facility & does not connect to a transit stop	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	

Total Points for Connectivity Criteria	18

Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Maximum Points Allowed: 15

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

Location Efficiency – *Provide the name and location of each claimed destination of interest*		
High Interest Select One (7 pts total)	**Moderate Interest Select One (5 pts total)**	**Low Interest Select One (3 pts total)**
Town Center – Square	Multi-Family Development	Post Office
Mixed Use Center	Park n Ride Lot	Bank
Major Employment Center (over 150* employees) Office Park, Big Box Retail	Park	Bus Stop (typically a bench or 5-15 person shelter)
Transit Center/Station (serves multiple routes and networks)	Greenway	Rural Road Bike Routes
School - K-12 School Facility (within 2 miles)	Retail Center	Child Day Care Center
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 5)	
Marinas	Libraries	
Recreation Facility (sport fields, gymnasium, etc)	Grocery Store/Farmers Market/ Stationary Food Providers	
Low Density Single Family (detached single family developments)	Hotels	

Total Points for Location Efficiency Criteria	15

Criterion 4: Public Support - Documented support can be in the form of resolutions, letters, and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations.

Public Support (select one)	**Pts**	
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
Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)*	10	

**Letters of support must be dated within the past 3 years*

Total Points for Public Support Criteria	5

Criterion 5: Proximity to School – Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools Program.

Proximity to School – for *Criterion 5* a school is defined as a K-12 education facility; or a public or private university, college, or community college. *List the name and address of schools within the 2-mile project radius* **(select one)**	**Pts**	
Project > 2 Mile from a school	0	
Project within 1-2 mile of a school	5	
Project within 1 mile of a school	10	10

Total Points for Proximity to School Criteria	10

Criterion 6: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

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

Total Points for Design Quality Criteria	6

Criterion 7: Environmental/Archaeological Projects/

Historic Preservation

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

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	0

Additional Project Information

The following sections is to provide additional project information to the TPO. The answers in this section will not be scored. The information below will aid the TPO in ranking projects for the Okaloosa-Walton TPO TAP Priority list that is submitted to the Florida Department of Transportation.

Information Only – The following answers are for the TPO project review and will not be scored			
Total project cost:	$1,320,000		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	$220,000 - Local Contribution		
Total length of the project (miles)?	PROPOSED PROJECT LENGTH 4,700 FEET (0.89 MILES)		
How many intersections are located within the project boundaries?	8 INTERSECTIONS, 10 INCLUDING TERMINI		
Does the project address a unique safety issue not detailed in the Safety Criteria?	NO		
Project Readiness – Project Phase as submitted:	onceptual On	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3: Location Efficiency

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Health Care Clinic: These can include facilities with more than 5 doctors on staff.

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

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

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

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

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

Bus Stop (Neighborhood Scale): Typically, a bench or 5 to 15 person shelter located adjacent to a sidewalk or roadway.

Child Day Care Center: a facility providing regularly scheduled care for a group of 20 or more children for periods of less than twenty-four hours

Board of County Commissioners
Paul Mixon, Chairman (District 1)

State of Florida

December 3, 2024

Florida Department of Transportation – Transportation Alternatives Program

RE: Designation of Authorizing Official

To Whom It May Concern:

We are writing to inform the Florida Department of Transportation – Transportation Alternatives Program of the designation of John Hofstad, County Administrator, as the Authorizing Official for the FDOT - Valley Road Sidewalk Addition Transportation Alternatives Program Application.

Please accept this as our formal designation as voted on by the Board of County Commissioners on this day.

Sincerely,

Paul Mixon
Chairman, Board of County Commissioners

- 302 N. Wilson St., Suite 302 • Crestview, FL 32536 • (850) 689-5030
- 1250 N. Eglin Pkwy, Suite 100 • Shalimar, FL 32579 • (850) 651-7105 • Fax: 651-7142

EXISITING CONDITIONS REPORT

PROJECT NAME: Valley Road Sidewalk Okaloosa County TA Application

PROJECT SCOPE: Construction of A 6' Wide Concrete Pedestrian Sidewalk Along the West Side of Valley Rd, 2,025 Feet (0.38 Miles) From Us 90 To E. 1St Ave, 1,255 Feet (0.24 Miles) From 110 Feet South of Kyle Lane to Stillwell Blvd, For A Total Proposed Project Length Of 3,280 Feet (0.62 Miles). The Span of 1,380 Feet (0.26 Miles) Between E. 1St Ave to approx. 110 Feet South of Kyle Lane is to Be Constructed by a private developer in accordance with the City of Crestview's sidewalk requirements.

NOTES:

→ Photographs will be shown in order this report from South to North or (West to East) depending on project orientation.

→ Notes have been included with some of the photographs in this report.

DIRECTION: South, Valley Rd ***DESCRIPTION:*** Next to Florida National Guard ***NOTES:***	***DIRECTION:*** North, Valley Rd ***DESCRIPTION:*** Next to Florida National Guard ***NOTES:***
DIRECTION: Northeast, Facing Tom Thumb Food Store #115 ***DESCRIPTION:*** Next to Florida National Guard ***NOTES:*** Tom Thumb #115 is an active petroleum cleanup site.	***DIRECTION:*** South, Facing Hwy 90 ***DESCRIPTION:*** Right, Florida National Guard. Left, Tom Thumb #115 ***NOTES:*** Image shows location of crossing at Henderson Dr.

DIRECTION: Southwest, Captured from East side of roadway.
DESCRIPTION: Left, Hampton Dr
NOTES:

DIRECTION: Northwest, Captured from East side of roadway.
DESCRIPTION: Right, Palmetto Dr
NOTES:

DIRECTION: North
DESCRIPTION:
NOTES:

DIRECTION: West, Facing into adjacent property
DESCRIPTION: Photograph of POSTED signs, taken as note.
NOTES:

DIRECTION: West-northwest, Facing Lake St.
DESCRIPTION: Intersection crossing at Lake St.
NOTES: Photograph taken from South side of Palmetto Dr

DIRECTION: North
DESCRIPTION: Sidewalk crossing location at Lake St
NOTES: Drainage system and other utilities

DIRECTION: North
DESCRIPTION: Concrete ditch approx. 9 FT away from travel lane
NOTES: Gravity Wall and railing alongside drainage

DIRECTION: South
DESCRIPTION: Concrete ditch approx. 9 FT away from travel lane
NOTES: Gravity Wall and railing alongside drainage

DIRECTION: South
DESCRIPTION: Location of sidewalk crossing at Forrest Ct.
NOTES:

DIRECTION: South-southwest
DESCRIPTION: Concrete ditch terminates at headwall at Forrest Ct.
NOTES: Utilities also present at this location

DIRECTION: North
DESCRIPTION: Drainage under Forrest Ct.
NOTES: Existing drainage system in disrepair

DIRECTION: North
DESCRIPTION: Concrete ditch approx. 9 FT away from travel lane
NOTES:

DIRECTION: South-southwest ***DESCRIPTION:*** Overgrown drainage system between driveways ***NOTES:*** see next image	***DIRECTION:*** North-northwest ***DESCRIPTION:*** Overgrown drainage system between driveways ***NOTES:***
DIRECTION: South ***DESCRIPTION:*** Drainage under driveway ***NOTES:*** Without substantial work, elevation difference of drainage and roadway, resulting slope may not be ADA compliant.	***DIRECTION:*** North ***DESCRIPTION:*** Edge of roadway from previous to E. 1st Ave. ***NOTES:*** Existing utilities. Development with sidewalk will begin at E. 1st Ave.

DIRECTION: South ***DESCRIPTION:*** Side of roadway from Crescent St ***NOTES:*** Taken from midpoint between Crescent St and Douglass Ave. Sidewalk will cross Crescent St.	***DIRECTION:*** North ***DESCRIPTION:*** Looking towards Patch Ave from the South side of Douglass Ave. ***NOTES:*** Sidewalk will cross Douglass Ave.
DIRECTION: South ***ESCRIPTION:*** Side of roadway from Crescent St to south of Douglass Ave. ***NOTES:***	***DIRECTION:*** North ***DESCRIPTION:*** Looking towards Patch Ave from Douglass Ave. ***NOTES:***

DIRECTION: Southwest
DESCRIPTION: Intersection of Patch Ave & Valley Rd.
NOTES: Sidewalk will cross Patch Ave.

DIRECTION: West
DESCRIPTION: View down Patch Ave.
NOTES:

DIRECTION: North
DESCRIPTION: View from just north of Patch Ave toward Stillwell
NOTES: Bothe townhomes at this location have gravel “driveways.”

DIRECTION: North
DESCRIPTION: Drainage crossing StillwellBlvd on the West side of Valley Rd
NOTES: Sidewalk crossing on Stillwell will need to be modified to avoid Drainage system.

DIRECTION: Northwest ***DESCRIPTION:*** Existing crossings at the intersection of Stillwell Blvd & Valley Rd ***NOTES:***	***DIRECTION:*** East ***DESCRIPTION:*** Intersection of Stillwell Blvd. & Valley Rd, view faces Walker Elementary. ***NOTES:*** Existing Sidewalk in photograph connects to Walker Elementary School.
DIRECTION: East ***DESCRIPTION:*** Sidewalk down Stillwell Blvd, leads to Walker Elementary School. ***NOTES:***	

END OF EXISTING CONDITIONS REPORT – VALLEY RD SIDEWALK

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be contacted for guidance.

PART 1 – APPLICANT INFORMATION

1. **Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

- ◯ Local government (e.g., county, city, village, town, etc.).
- ◯ Regional transportation authority or transit agency.
- ◯ Natural resource or public land agency.
- ◯ School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.
- ◯ Recognized Tribal Government.
- ◯ Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).
- ◯ Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).
- ◯ FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

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

Okaloosa County

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

Roy Petrey, P.E., Engineering Manager

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

(850) 689 - 5772, rpetrey@myokaloosa.comp

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

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

○ **LAP Full Certification**

Provide:

Approval Date: _____ and Expiration Date: _____

Responsible Charge Name: _____

○ **LAP Project Specific Certification**

Provide:

Approval Date: N/A Project FM(s) Number: N/A

Responsible Charge Name: Roy Petrey, P.E., Engineering Manager

○ **Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.**

Provide:

Sponsoring Agency Name: _____ Contact Name: _____

Address: _____ Phone: _____

○ **Not LAP Certified - FDOT District will administer the project.**

Provide:

FDOT Contact Name: _____ Phone: _____

○ **Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.**

○ **Not Applicable – this is a Non – Infrastructure Project.**

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).

   Valley Road Sidewalk Addition, Crestview

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).

   ◯ Yes ◯ No

   2024

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).

   ◯ Yes ◯ No

   FPN: 442260-1-58-01, SCOPE: Construct 5' Sidewalk along Stillwell Blvd. to Monterey Rd.

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).

   ◯ Yes ◯ No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

PROJECT SCOPE:
CONSTRUCTION OF A 6' WIDE CONCRETE PEDESTRIAN SIDEWALK ALONG THE WEST SIDE VALLEY RD, FROM US 90 MP 16.158 TO E. 1ST AVE, 2,025 FEET (0.38 MILES) AND FROM APPROXIMATELY 110 FEET SOUTH OF KYLE LANE TO STILLWELL BLVD, 1,255 FEET (0.24 MILES). TOTAL PROPOSED PROJECT LENGTH: 3,280 FEET (0.62 MILES).
THE SPAN BETWEEN E. 1ST AVE TO 110 FEET SOUTH OF KYLE LANE TO BE CONSTRUCTED BY A PRIVATE DEVELOPER PER SIDEWALK REQUIREMENT BY THE CITY OF CRESTVIEW.
MILLING & PAVING WILL OCCUR AS NEEDED AT CROSSINGS.

EXPECTED BENIFITS:
PROVIDE IMPROVED PEDESTRIAN ACCESS TO DURREL LEE PARK (BALL FIELDS), WALKER ELEMENTARY SCHOOL, NEARBY CONVENIENCE STORE, AND OTHER DESTINATIONS.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. **Indicate the municipality(ies) of the project location.** (Word limit 5).

   Crestview

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

   Okaloosa

3. **Roadway Classification**

   ◯ Yes ◯ No State roadway (on-system)

   ◯ Yes ◯ No Federal roadway

   ◯ Yes ◯ No Local roadway (off-system)

4. **Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].** (Word limit 10).

   Valley Rd

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

   US 90, E James Lee Blvd, US 90 MP 16.158 (South Termini)

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

   Stillwell Blvd (North termini)

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

   3,280 FEET (0.62 MILES)

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

   ◯ Yes ◯ No N/A

9. **Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project?** If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

   ◯ Yes ◯ No N/A

PART 5 – PROJECT TYPE

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

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

- ○ **A. Infrastructure.** If so, select "yes", then select the most appropriate "infrastructure" eligible activity from listing below. (Pages range 5-6)
- ○ **B. Non-infrastructure (NI).** If so, select "yes", then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

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

- ○ **Pedestrian and / or Bicycle facilities** (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).
- ○ **Safe Routes for Non-Drivers** (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).
- ○ **Conversion of Abandoned Railway Corridors to Trails** (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).
- ○ **Scenic Turnouts and Overlooks** (Select this box for construction of turnouts, overlooks, and viewing areas). If "yes", list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).
- ○ **Outdoor Advertising Management** (Select this box for inventory, control, or removal of outdoor advertising). If "yes", list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).
- ○ **Historic Preservation and Rehabilitation of Historic Transportation Facilities** (Select this box for historic preservation or rehabilitation of historic transportation facilities). If "yes", list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).
- ○ **Vegetation Management** (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If "yes", list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

- **Archaeological Activities** (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

- **Stormwater Mitigation** (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

- **Wildlife Management** (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

- **Boulevards** (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

- **Recreational Trails Program** [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

- **Safe Routes to Schools (SRTS)** [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

- **Other surface transportation eligible purpose** (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

- ◯ **Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.**
- ◯ **Workforce development, training and education activities that are eligible uses of TAP funds.**
- ◯ **SRTS projects, codified as 23 U.S.C. 208.** This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

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

- Number of walk or bicycle audits.
- Number of bicycle skills / safety classes.
- Number of pedestrian skills / safety classes.
- Number of community demonstration projects.
- Number of community encouragement activities.
- Number of community challenges.
- Number of community workshops / stakeholder meetings.
- Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.
- Number of school assemblies receiving pedestrian / bicycle safety instruction / education.
- Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).
- Number of after school programs receiving pedestrian / bicycle safety instruction / education.
- Number of bicycle rodeos.
- Number of pedestrian safety skills events.
- Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).
- Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).
- Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

PART 6 – AREA CONDITIONS

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

1. **Select one box that describes the geographic population size of the project area.**
   - ◯ Non-Urban Area with a population of 5,000 or less
   - ◯ Urban Area with a population greater than 5,000 but no more than 50,000
   - ◯ Urban Area with a population greater than 50,000 but no more than 200,000
   - ◯ Urban Area with a population greater than 200,000

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

   ◯ Yes ◯ No Okaloosa-Walton TPO

3. **Is the project within the boundary of a Transportation Management Area (TMA)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the TMA in the space provided. (Word limit 5).

   ◯ Yes ◯ No Navarre - Miramar Beach - Destin

4. **Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.?** If not, select "no", and indicate N/A in the space provided. If so, select "yes" and indicate the REDI / RAO in the space provided. (Word limit 5)

   ◯ Yes ◯ No N/A

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

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

   ◯ Yes ◯ No N/A

7. **Are there transit stops / shelters / support facilities within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the identification number. (Word limit 5).

   ◯ Yes ◯ No N/A

8. **Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?**

   ◯ Yes ◯ No

9. **Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?**

   ◯ Yes ◯ No

10. **Would the project implement a bicycle or pedestrian action plan(s)?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and specify the name of the plan and date of adoption. (Word limit 5).

    ◯ Yes ◯ No N/A

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

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. **Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement?** If "yes", explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If "no", indicate N/A in the space provided. (Word limit 10).

   ◯ Yes ◯ No Okaloosa BOCC Resolution No. 24-195

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

   ◯ Yes ◯ No N/A

3. **Was there an advertised public meeting to discuss the project?** If "yes", provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If "no", indicate N/A in the space provided. (Word limit 10).

   ◯ Yes ◯ No N/A

4. **Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project?** If "yes", briefly explain. If "no", indicate N/A in the space provided. (Word limit 10).

   ◯ Yes ◯ No N/A

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select "no", and indicate N/A in the space provided. If so, select "yes", and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

◯ Yes ◯ No Objective 3.4 of Okaloosa County's Comprehensive Plan (attached), MPO TA Priority 2

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

PART 9 – ENVIRONMENTAL CONDITIONS

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

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**
   ◯ Yes ◯ No
2. **Does the project involve state-owned conservation lands?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).
   ◯ Yes ◯ No N/A
3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate railway facility. (Word limit 5).
   ◯ Yes ◯ No N/A
4. **Does the project physically cross a railway facility?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and indicate the crossing's railway identification number, and beginning and ending mile points. (Word limit 5).
   ◯ Yes ◯ No N/A
5. **Would the project provide lighting at locations with nighttime crashes?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe the proposed lighting in the space provided. (Word limit 5).
   ◯ Yes ◯ No N/A
6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe proposed ADA improvements in the space provided. (Word limit 5).
   ◯ Yes ◯ No N/A

7. **Is an Environmental Assessment for the project complete?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe any specific issues in the space provided. (Word limit 10).

   ◯ Yes ◯ No N/A

8. **Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select "unknown". (Word limit 5).

   ◯ Yes ◯ No ◯ Unknown N/A

9. **Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list State Site Number (aka Site File Number) for the sites. If applicable, select "unknown". (Word limit 5).

   ◯ Yes ◯ No ◯ Unknown N/A

10. **Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the facilities in the space provided. (Word limit 5).

    ◯ Yes ◯ No Durrell Lee Park (Ball Fields)

11. **Are there any navigable waterways adjacent to or within the project boundary?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and list the navigable waterways. (Word limit 5).

    ◯ Yes ◯ No N/A

12. **Are there any wetlands within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

    ◯ Yes ◯ No Potential Adjacent Wetlands at Lake

13. **Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    ◯ Yes ◯ No ◯ Unknown

14. **Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown". (Word limit 5).

    ◯ Yes ◯ No ◯ Unknown Tom Thumb Food Store #115, active petroleum cleanup site per FDEP

15. **Are there any noise-sensitive areas near the project area?** If not, select "no", and indicate N/A in the space provided. If so, select "yes", and describe in the space provided. If applicable, select "unknown" (Word limit 5).

    ◯ Yes ◯ No ◯ Unknown N/A

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. **Are signed and sealed design plans available for this project?**
   - ◯ Yes ◯ No

2. **If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status.** (Word limit 100).
   - ◯ No design plans ◯ 30% design plans ◯ 60% design plans ◯ 90% design plans
   - ◯ Other:

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

No design has been completed to date. THIS APPLICATION IS TO INCLUDE DESIGN SERVICES FOR THE PROJECT.

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

PART 11 – OWNERSHIP / ROW STATUS

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

   ◯ Yes ◯ No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.** (Word limit 150).

Plats for adjacent subdivisions showing ROW are attached.

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

PART 12 – PROJECT IMPLEMENTATION AND COSTS

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

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

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.
1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
2) As applicable, letter from local agency budget office committing local funds to the project.

***** Note: Applications for NI Projects to skip to page 15.*****

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs ($)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate ($)
		Start (mm/yy)	End (mm/yy)	TA Program ($)	Other Federal ($)	Non-TA/ Local Funds ($)	Other ($)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)	✔					$155,000		
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction	✔			$1,041,000				
CEI	✔			$59,000		$65,000		
Other costs (describe)								
							Total Infrastructure Project Cost Estimate	

***** Note: applications for infrastructure projects do not need to fill out this page*****

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES

FDOT Transportation Alternatives Program:
https://www.fdot.gov/planning/systems/systems-management/tap

FDOT Local Agency Program Manual:
http://www.fdot.gov/programmanagement/LP/Default.shtm

FDOT Office of Environmental Management PD&E Manual:
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Basis of Estimates Manual:
https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual

Florida Safe Routes to School Guidelines:
https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm

TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Valley Rd Sidewalk

LOCATION: Crestview FL, Okaloosa County

PROJECT LIMITS: (from south or west limit) US 90

(to north or east limit) Stillwell Blvd

By checking the box you agree to do the following:

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

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

* Signature

John Hofstad

Name (please type or print)

County Administrator

Title

January 15, 2025

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

4th Ave from Meigs Dr. to 12th St.

DATE: 1/14/2025

Unless otherwise noted unit prices are a rounded average of FDOT state wide 6mo & Area 1 as of 01/14/2024 report; Quantities have been aproximated using FDOT standard specification.

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	EXTENDED AMOUNT
0100-1	MOBILIZATION [2]	1	LS	$ 60,000.00	$ 60,000.00
0102-1	MAINTENANCE OF TRAFFIC [2]	1	LS	$ 60,000.00	$ 60,000.00
0104-10-3	SEDIMENT BARRIER	5200	LF	$ 4.00	$ 20,800.00
0110-1-1	CLEARING & GRUBBING [1]	1	LS/ 1.2 AC	$ 20,000.00	$ 20,000.00
0120-6	EMBANKMENT	800	CY	$ 29.00	$ 23,200.00
0327-70-8	MILLING EXISTING ASPHALT PAVEMENT, 2 1/2" AVG DEPTH	360	SY	$ 5.00	$ 1,800.00
0334-1-1	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B (TYPE SP-12.5)	85	TN	$ 246.00	$ 20,910.00
0522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	2536	SY	$ 89.00	$ 225,704.00
0522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	790	SY	$ 125.00	$ 98,750.00
0527-2	DETECTABLE WARNINGS	270	SF	$ 36.00	$ 9,720.00
0700-1-50	SINGLE POST SIGN, RELOCATE	5	EA	$ 304.00	$ 1,520.00
0110-7-1	MAILBOX, F&I SINGLE	2	EA	$ 331.00	$ 662.00
0711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	660	LF	$ 5.00	$ 3,300.00
0711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	165	LF	$ 90.00	$ 14,850.00
0570-1-2	PERFORMANCE TURF, SOD	4230	SY	$ 5.00	$ 21,150.00
				TOTAL:	$ 582,366.00
				20% CONTINGENCY	$ 116,000.00

[1] Per acre unit rate calculated from recent Okaloosa County sidewalk projects.

[2] 10% of project cost to the nearest thousand.

TOTAL CONSTRUCTION:	$ 698,366.00
DESIGN	$ 105,000.00
CEI	$ 70,000.00
TOTAL PROJECT:	$ 873,366.00

Roy Petrey, P.E.

14-JAN-2025

RESOLUTION NO. 24-194

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA; AUTHORIZING AND APPROVING SUBMITTAL OF A GRANT APPLICATION FOR PARTICIPATION IN THE 4th AVENUE SIDEWALK ADDITION 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 as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended; and

WHEREAS, Florida Department of Transportation administers this federal funding, now known as the Transportation Alternatives Set-Aside program (TA). TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990; and

WHEREAS, the County has previously submitted applications with the Florida Department of Transportation regarding similar projects; and

WHEREAS, the Application for the grant is to perform the addition of a minimum 5' wide concrete pedestrian sidewalk along 4th avenue and 2nd street to 12th street. Proposed project length is 0.98 miles; and

WHEREAS, Florida Department of Transportation provides 80% of federal funding. The remaining 20% of funding will be derived from State of Florida funds and/or a local match such as Surtax; and

WHEREAS, to ensure that all documents pertaining to the grant application are timely executed, the Board of County Commissioners now desires to execute this Resolution authorizing the County Administrator to execute the Grant application, supporting documents, and assurances to the Florida Department of Transportation; and authorize 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 the Florida Department of Transportation for the Transportation Alternatives Set-Aside program (TA) program for inclusion in the work program development cycle; and authorize Grants Administration to submit the application to the appropriate entity.

3. This Resolution is effective upon adoption and execution.

DULY PASSED AND ADOPTED THIS 3rd DAY OF DECEMBER, 2024.

BOARD OF COUNTY COMMISSIONERS
OKALOOSA COUNTY, FLORIDA

By: _____
Paul Mixon, Chairman

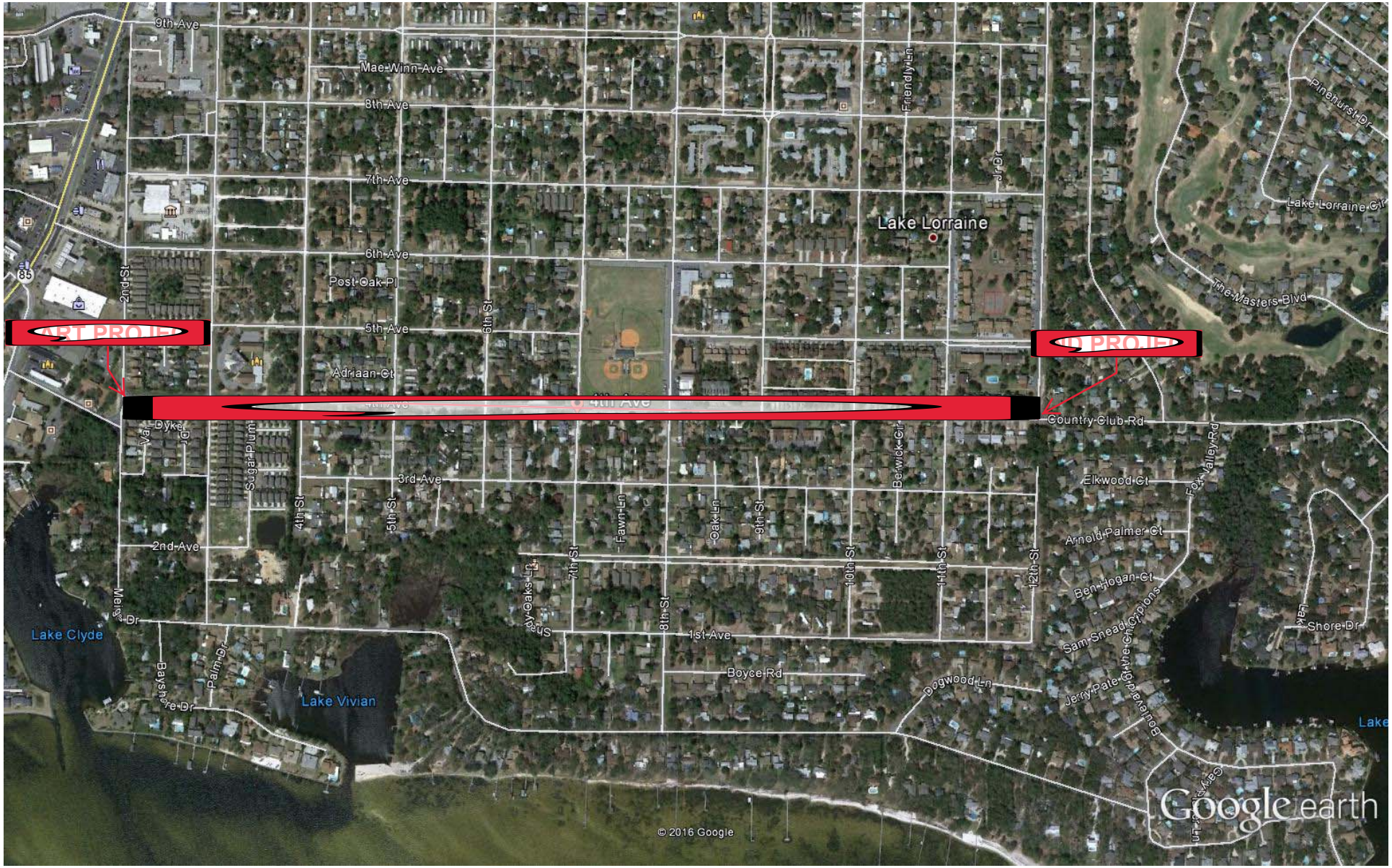
SEAL

ATTEST:

By: _____
J. D. Peacock, II, Clerk

APPROVED AS TO FORM:

By: _____
Lynn M. Hoshihara
County Attorney



feet 5000

km 1

PORT DIXIE, SHEET 1

PLAT OF TOWNSITE OF

PORT DIXIE

IN SEC. 5 T. 2 S. - R. 23 W.

OKALOOSA COUNTY, FLORIDA.

SCALE 1" = 150'

NOTE

This complete plat is compiled on three sheets

N

DEDICATION

State of Florida
County of Okaloosa —

Know all men by these presents that Port-Dixie Corporation (assignee of and successors to The Dixie Town & Land Co.) a corporation, incorporated under the laws of the State of Delaware, owners of the following described property to wit; Commencing at a point on the section line 78.5 ft. South of the northwest corner of Section 5, Township 2 South - Range 23 West of Tallahassee Meridian; thence South along section line 4720 ft.; thence east 5250 ft.; thence North 4720 ft.; thence west 5250 ft. to point of beginning, all in said Section 5 and as hereon subdivided, hereby dedicate to the use of the public, all the streets, alleys, parks or plaza as designated hereon, reserving unto ourselves and our heirs or assigns, all rights of reversion, should such streets alleys or parks be vacated by the public in accordance with the law.

This plat is made as to site and form so as to comply with Chapter 10275 Acts of the State of Florida, but is identical as to lots, blocks, streets alleys, parks and measurements with plats filed for record Oct. 17th 1923, June 10th 1924 and July 3rd 1925, excepting; that plats as filed Oct. 17th 1923 and June 10th 1924 are hereon combined in one plat and the Block numbers on the filing of June 10th 1924 are hereon changed from 1 to 30 to read 101 to 130. Also, Blocks 1, 22, 23, 44, 45 and 66 on the plat recorded Oct. 17, 1923 have hereon been canceled.

In witness whereof, and by authority of the Board of Directors of said Corporation, we, the following officers of said Corporation do hereon set our hands and seals, this the 14th day of May A.D. 1929.

Port Dixie Corporation
by
Seal R. H. Sellers, President.

Seal William E. Bruce Secretary.

Signed and Sealed in the presence of
Charles Moire Witness
James A. Herlong Witness

We hereby confirm the above dedication
Dixie Town & Land Co
by
Jno. A. Hogan President
Clayton T. Schwartz Secretary.

State of New York
County of New York ss

Before the subscriber personally appeared R. H. Sellers President and William E. Bruce Secretary of Port Dixie Corporation, to me known to be the persons described herein and who executed the foregoing dedication and acknowledged the execution thereof to be thier free act and deed as such officers, for the uses and purposes therein mentioned

Witness my hand and official Seal this 14th day of May A.D. 1929.

Charles Moire Notary Public N.Y. County No 4422

My commission expires March 30, 1930.

APPROVAL OF COUNTY COMMISSIONERS

This certifies that this plat has been presented to the Board of County Commissioners of Okaloosa County, Florida and approved by them for record on this the 18th day of May A.D. 1929.

Signed D. E. Hilton Chairman

Attest: Allen J. Carr Clerk of the Board.

CERTIFICATE OF THE CLERK OF THE CIRCUIT COURT

I hereby certify that I have examined the above plat and found it to conform in form to all requirements of Chapter 10275 of the Laws of the State of Florida and the same has been filed for record in PLAT BOOK No one PAGE 64 Records of Okaloosa County, Florida, this the 18th day of May A.D. 1929.

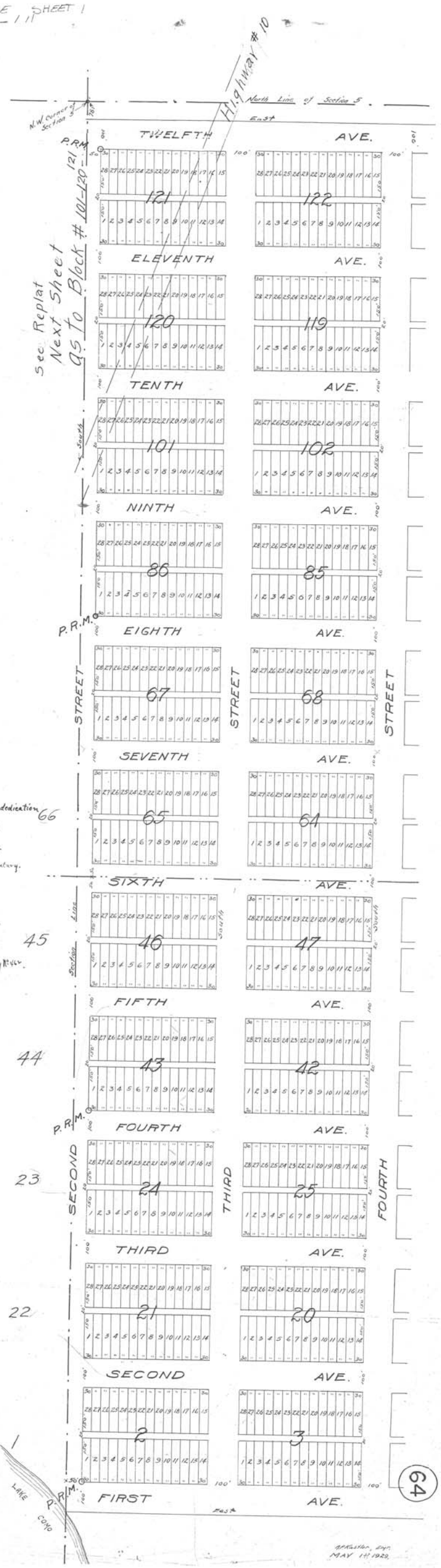
Signed Allen J. Carr
Clerk of the Circuit Court

SURVEYOR'S CERTIFICATE

I hereby certify that this plat is a correct representation of the land surveyed and that Permanent Reference Monuments have been placed on the land as indicated hereon (by "P.R.M.") and as required by Chapter 10275 of the Laws of the State of Florida, U.S.A.

Signed ... Engineer

SHEET No. 1



TWELFTH AVE.

ELEVENTH AVE.

TENTH AVE.

NINTH AVE.

EIGHTH AVE.

SEVENTH AVE.

SIXTH AVE.

FIFTH AVE.

FOURTH AVE.

THIRD AVE.

SECOND AVE.

FIRST AVE.

P.R.M.

PLAZA

TOWNSITE OF

PORT DIXIE

OKALOOSA COUNTY - FLORIDA

SHEET No. 2

PORT DIXIE SHEET 2

1-65

65

TWELFTH AVE.

ELEVENTH AVE.

TENTH AVE.

NINTH AVE.

EIGHTH AVE.

SEVENTH AVE.

SIXTH AVE.

FIFTH AVE.

FOURTH AVE.

THIRD AVE.

SECOND AVE.

FIRST AVE.

EIGHTH STREET · NINTH STREET · TENTH STREET · ELEVENTH STREET · TWELFTH STREET

P.R.M.

East · North

127 128 129 130
114 113 112 111
107 108 109 110
80 79 78 77
73 74 75 76
59 58 57 56
52 53 54 55
37 36 35 34
30 31 32 33
15 14 13 12
8 9 10 11

TOWNSITE OF
PORT DIXIE
OKALOOSA COUNTY - FLORIDA
SHEET No. 3

A.P. Kostka Engr.
May 1st 1929

PORT DIXIE SHEET 3
1-66

99

PORT DIXIE, SHEET 1

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Seal William E. Bruce Secretary.

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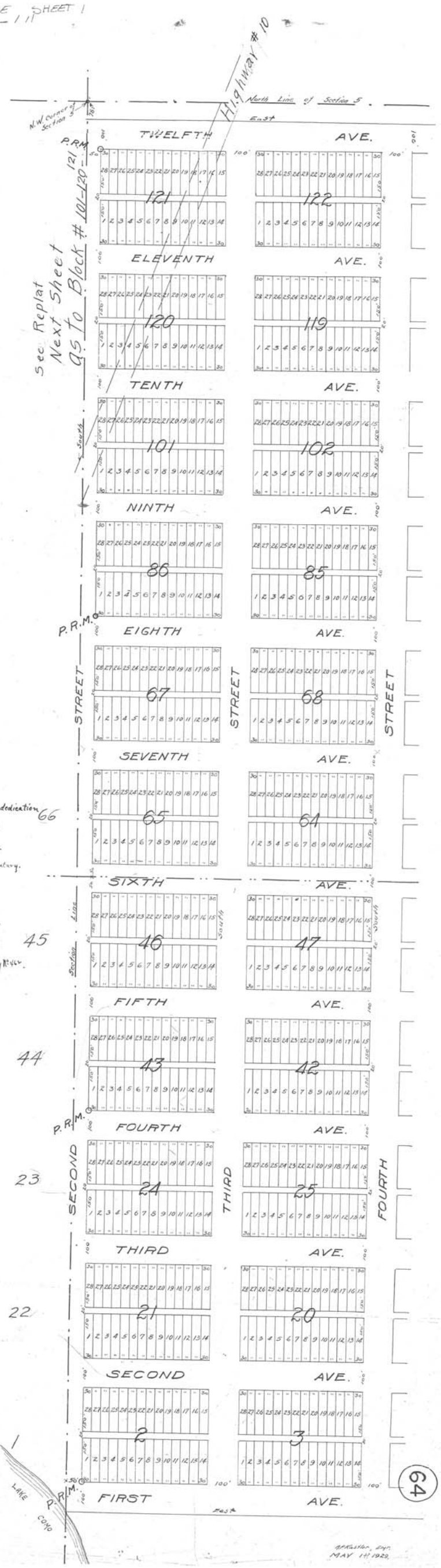

TWELFTH AVE.

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NINTH AVE.

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FIFTH AVE.

FOURTH AVE.

THIRD AVE.

SECOND AVE.

FIRST AVE.

P.R.M.

PLAZA

TOWNSITE OF

PORT DIXIE

OKALOOSA COUNTY - FLORIDA

SHEET No. 2

PORT DIXIE SHEET 2

1-65

65

TWELFTH AVE.

ELEVENTH AVE.

TENTH AVE.

NINTH AVE.

EIGHTH AVE.

SEVENTH AVE.

SIXTH AVE.

FIFTH AVE.

FOURTH AVE.

THIRD AVE.

SECOND AVE.

FIRST AVE.

EIGHTH STREET · NINTH STREET · TENTH STREET · ELEVENTH STREET · TWELFTH STREET

P.R.M.

East · North

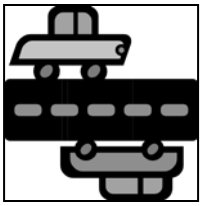
127 128 129 130
114 113 112 111
107 108 109 110
80 79 78 77
73 74 75 76
59 58 57 56
52 53 54 55
37 36 35 34
30 31 32 33
15 14 13 12
8 9 10 11

TOWNSITE OF
PORT DIXIE
OKALOOSA COUNTY - FLORIDA
SHEET No. 3

A.P. Kostka Engr.
May 1st 1929

PORT DIXIE SHEET 3
1-66

99



2.2 TRANSPORTATION

Goal 1: Provide a safe, economic and efficient transportation system that maximizes the mobility of people and goods.

Objective 1.1 *Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.*

Policy 1.1.1 Continue to participate in the Okaloosa – Walton Transportation Planning Organization planning process in coordination with adjacent local governments and other public agencies and private organizations whose purpose is to implement the transportation, land use, parking and other provisions of the transportation element.

Policy 1.1.2 Participate in the development of the Five Year Transit Development Plan especially in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.

Objective 1.2 *Establish operation and maintenance responsibility, functional classifications, and level of service standards for roads and highways within the County.*

Policy 1.2.1 Level of Service (LOS) Standards for state roadways are hereby established as shown on Table 2.2.1.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) traffic counts.
2. For purposes of concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

TABLE 2.2.1
STATE ROADWAY LEVEL OF SERVICE STANDARDS

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
SR 4	Santa Rosa County line to US 90	Minor Arterial	Undivided	Rural Undev.	2	D
I-10	Santa Rosa County line to SR 85	Principal Arterial	Divided	Rural Undev.	4	B
I-10	SR 85 to Walton Co. line	Principal Arterial	Divided	Transitioning	4	B
US 90	Santa Rosa Co. line to SR 4	Minor Arterial	Undivided	Rural Undev.	2	C
US 90	SR 4 to MPA boundary	Minor Arterial	Undivided	Rural Dev.	2	C
US 90	MPA boundary to Antioch Rd.	Minor Arterial	Undivided	Transitioning	2	C
US 90	Antioch Rd. to Fairchild Rd.	Minor Arterial	Divided	Transitioning	4	D
US 90	Fairchild Rd. to Walton Co. line	Minor Arterial	Undivided	Rural Dev.	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
US 98	Santa Rosa Co. line to Hurlburt Field	Principal Arterial	Divided	Urbanized	4	E
US 98	Eastern leg SR 85 to Eglin boundary	Principal Arterial	Divided	Urbanized	4	D
US 98	Brooks Bridge to Marler Bridge	Principal Arterial	Divided	Urbanized	4	D
US 98	CR 2378 to Walton Co. line	Principal Arterial	Divided	Urbanized	4	D
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 Undev.	2	C
SR 189	Mooney Rd. to SR 85	Minor Arterial	Divided	Urbanized	4	D
SR 189	SR 4 to Alabama State line	Minor Arterial	Undivided	Rural Undev.	2	C

TABLE 2.2.1 (Cont.)
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 Undev.	2	C
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 123	SR 85 to SR 85	Principal Arterial	Undivided	Transitioning	2	D

Policy 1.2.2 Level of Service Standards for county roadways are hereby established as shown on Table 2.2.2.

1. For general planning purposes roadway LOS may be evaluated using average annual daily traffic (AADT) counts.

2. For concurrency determinations and issuing development orders the LOS shall be determined using P.M. peak hour traffic counts.

TABLE 2.2.2
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
CR 189/Log Lake Rd.	US 90 to I-10	Collector	Undivided	Rural	2	D
CR 189/Galliver Cut-Off	US 90 to SR 4	Collector	Undivided	Rural	2	D
CR 2	SR 189 to SR 4	Collector	Undivided	Rural	2	D
CR 188 (Old Bethel Rd.)	US 90 to SR 85	Collector	Undivided	Urban	2	D
CR 188 (Airport Rd./ Garden City Rd.)	SR 85 to SR 85	Collector	Undivided	Rural Dev.	2	D
CR 393	US 90 to SR 85	Collector	Undivided	Rural	2	D
John King Road	SR 85 to end	Collector	Undivided	Urban	2	E
CR 4 (Antioch Rd.)	PJ Adams Pkwy to US 90	Collector	Undivided	Urban	2	D
PJ Adams Parkway	SR 85 to Antioch Rd.	Collector	Undivided	Urban	2	D

TABLE 2.2.2 (Cont.)
COUNTY ROADWAY LEVEL OF SERVICE STANDARDS

Roadway	Segment	Functional Class.	Type	Area	Lanes	Adopted LOS
Hollywood Boulevard	Mary Esther Cut-Off to Eglin Pkwy	Collector	Undivided	Urban	2	E
Martin Luther King Jr. Blvd.	Hill St. to Green Acres Rd.	Collector	Divided	Urban	4	E
Hurlburt Road	MLK Jr. Blvd. to Beal Pkwy	Collector	Divided/ Undivided	Urban	5/4	E
North Beal Extension	Beal Pkwy to Wright Landfill\	Collector	Undivided	Urban	2	E
Carmel Drive	MLK Jr. Blvd. to Beal Pkwy	Collector	Undivided	Urban	2	E
Lewis St/Mayflower Av/ South Av	Beal Pkwy to Eglin Pkwy	Collector	Undivided	Urban	2	E
CR 190 (College Blvd E)	SR 85 to Forest Rd	Collector	Undivided	Urban	2	E
CR 190 (College Blvd W)	SR 85 to SR 85	Collector	Undivided	Urban	2	E
Rocky Bayou Drive	SR 20 to Forest Rd.	Collector	Undivided	Urban	2	E
Forest Road	Rocky Bayou Dr to SR 285	Collector	Undivided	Urban	2	E
Commons Drive	Two Trees Rd to Kelly Plantation Dr	Collector	Undivided/ Divided	Urban	2	D
Commons Drive	Kelly Plantation Dr to Matthew Blvd	Collector	Undivided	Urban	2	D
Santa Rosa Boulevard	Eglin boundary to Marler Park	Collector	Divided	Urban	4	E

Policy 1.2.3 Constrained and Backlogged Roadways: Constrained Roadways are defined as "roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations." (1998 FDOT LOS Handbook). Backlogged Roadways are defined as "roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction

in the first three years of FDOT's adopted work program or the five-year schedule of improvements contained in a local government's capital improvements element, and not constrained." (1998 FDOT LOS Handbook).

Policy 1.2.4 A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6.a.-c., Florida Administrative Code, shall not be subject to the concurrency requirements of Chapter 4, Policy Document.

Objective 1.3 *Give the highest priority to transportation improvements that will relieve existing traffic congestion.*

Policy 1.3.1 Coordinate with the Okaloosa – Walton TPO in the development of the Traffic Operations Project Priorities for the five-year Transportation Improvement Program.

Policy 1.3.2 Coordinate with the Okaloosa – Walton TPO in the development of the Crestview Bypass, a parallel 4-lane roadway, to reduce traffic congestion on SR 85 and to foster interstate commerce.

Policy 1.3.3 Prior to approving new road construction projects to add capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as:

a. Intersection improvements;
b. Synchronization of traffic signals;
c. Traffic calming measures;
d. Installation of auxiliary lanes;
e. Redesign or realignment of roadways; and
f. Multi-modal systems

Policy 1.3.4 No plan amendment or rezoning shall be approved which increases the residential density or nonresidential intensity for properties fronting upon roadways identified as "congested segments" in the TPO August 2008 "Congestion Management Process Plan" unless it can be demonstrated that a clearly defined public benefit will result. These roadways include the following segments.

1. P.J. Adams Parkway/Antioch Road from SR 85 to US 90.

Objective 1.4 *Minimize accidents, including automobile/ pedestrian/ bicycle conflicts, by emphasizing safety features and by developing a multi-modal and intermodal transportation system.*

Policy 1.4.1 Direct through traffic onto principal arterials and away from local streets, and promote the use of traffic calming strategies to protect local streets from high traffic volumes and speeds.

Policy 1.4.2 Facilitate the provision of a network for pedestrians and bicyclists that allows shortcuts and alternatives to traveling along high-volume streets.

Objective 1.5 *Provide for adequate emergency evacuation by providing alternative evacuation routes and adequate highway capacity on evacuation routes and by mitigation measures adopted in the Okaloosa County Local Mitigation Strategy.*

Policy 1.5.1 Coordinate with the Okaloosa – Walton TPO, FDOT, and the Alabama Department of Transportation in evaluating major evacuation routes and determining where deficiencies occur and where operational improvements can be made to maintain or reduce hurricane evacuation times.

Objective 1.6 *Support Florida Intrastate Highway System (FIHS) and aviation transportation facilities that provide connectivity to areas outside the urbanized area and serve important national and regional functions.*

Policy 1.6.1 Participate in implementation of Okaloosa – Walton TPO strategies to facilitate local traffic use of alternatives to the FIHS to protect its interregional and intrastate functions.

Policy 1.6.2 Coordinate with the TPO in conducting feasibility studies for an aviation port for specific intermodal transportation as it relates to air cargo, surface transportation (trucking), and railway corridor connections.

Policy 1.6.3 The County shall seek all possible federal and state funds to prepare and implement updated airport master plans.

Policy 1.6.4 **Reserved**.

Policy 1.6.5 Initiatives will be pursued to acquire property adjacent to all airports using federal and state grants and local funding in order to enhance the airports' primary approach surfaces and prevent encroachment into the airport enterprise operational areas. The primary focus will include the runway clear zones and FAR PART 150 noise

contours that enhance airworthiness, safety of approaches, airport facilities and safety of persons on the ground. Special consideration and entitlement funding will be appropriated for compatible business opportunities that are directly aviation-related businesses as approved by the Board of County Commissioners.

Policy 1.6.6 Reserved.

Policy 1.6.7 The County will continue to operate the three airports as an enterprise fund using federal and state grants consistent with local enterprise funds, user fees, and passenger facilities charges (PFCs). Beyond the year 2018, and as approved by the Board of County Commissioners, a tax revenue generation base should be considered if it is determined that an expanded airport system with Intermodal capabilities is necessary.

Policy 1.6.8 The County shall protect airport facilities from encroachment of incompatible land uses through appropriate land development regulations that provide for the protection of the clear zones and the attenuation of noise impacts through construction standards and code enforcement. Federal Aviation Administration (FAA) aeronautical studies and a determination of no hazard to navigation must be issued for all tall structures located within the vicinity of airports. Applications and plans for all proposed tall structures within Okaloosa County will be reviewed by the Okaloosa County Aviation Committee to determine compatibility with aviation facilities. The Okaloosa County Planning Commission shall recommend and the BCC shall grant final approval.

Objective 1.7 *Maintain and improve access to important regional facilities including airports, educational facilities, parks, historical and recreational areas and military installations.*

Policy 1.7.1 Coordinate roadway and transit service improvements with the Okaloosa County Airport Master Plan, the Fort Walton Beach MPO, the FDOT 5-Year Transportation Plan, and the Continuing Florida Aviation System Plan (CFAST) to ensure that future transportation access needs of the County's airport facilities are met.

Policy 1.7.2 Promote the implementation of the Ft. Walton Beach Urbanized Area MPO 2020 Plan as it relates to roadway improvements improving access to major attractors in Okaloosa County, including airports and other related public transportation facilities.

Policy 1.7.3 Ensure that the Five Year Transit Development Plan includes strategies to

address motorized and non-motorized access to all major attractors in Okaloosa County, including intermodal terminals and access to aviation and rail facilities.

Goal 2: Provide an energy efficient transportation system.

Objective 2.1 *Reduce energy consumption by recommending transportation system improvements such as traffic calming measures that lessen the need for stop signs and traffic signals and result in less vehicle idling, a major contributor to air pollution and wasted fuel.*

Policy 2.1.1 Promote design of subdivision street systems that incorporates multiple interior connections and relatively direct routes between major transportation arteries.

Policy 2.1.2 Promote the use of traffic calming measures that reduce the need for traffic signals.

Objective 2.2 *Reduce energy consumption by promoting actions to increase the occupancy of vehicles (e.g., ridesharing, mass transit, High Occupancy Vehicles (HOV) lanes) or to reduce travel demand.*

Policy 2.2.1 Evaluate existing Park & Ride lot usage and review the recommendations in the WFRPC *West Florida Park & Ride Lot Planning Guide* in order to determine how to promote existing usage and where to establish new Park & Ride lots if analysis warrants the need for such facilities.

Policy 2.2.2 Coordinate with the Ride Share Program of the WFRPC to develop and maintain car/vanpool programs that serve area employers, especially those that employ more than 50 employees.

Policy 2.2.3 Coordinate with the Economic Development Council to support and promote commute trip reduction programs, telecommuting, electronic communications, variable work weeks and flextime.

Policy 2.2.4 Participate in the development of the Okaloosa – Walton TPO 2030 LRTP especially in support of travel demand management strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

Objective 2.3 *Reduce energy consumption by promoting measures to facilitate pedestrian and bicycle facilities into the design of transportation projects not on the Interstate System.*

Policy 2.3.1 Where feasible, all new road construction projects within the urban development area boundary will be required to accommodate non-motorized transportation facilities, including, but not limited to, the installation of signage, striping of roadways, widening of roadways, installation of sidewalks, and wheelchair ramps at intersections.

Objective 2.4 *Reduce energy consumption by promoting use of alternative fuels (e.g., compressed natural gas).*

Policy 2.4.1 Monitor the use of alternative fuels at other public agencies with large fleets of vehicles and coordinate with Okaloosa Coordinated Transportation, Inc., private sector industries and other public agencies to consider the use of low and zero-emission vehicles by large fleet operators.

Goal 3: Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area.

Objective 3.1 *Minimize adverse impacts on the environment, natural and scenic views, and existing developments by balancing the location, design, construction and operation of the transportation system with environmental and existing development features.*

Policy 3.1.1 Design and build transportation facilities to reflect the scale and character of the surrounding natural and developmental features using:

a. Varying street widths and traffic calming measures to allow views of any scenic or historic resources;
b. Appropriate paving materials, including intersection treatments;
c. Appropriate styles of traffic control facilities; and
d. Landscape materials that complement the character of the resources.

Policy 3.1.2 Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner, in part requiring the construction of sidewalks, bike lanes, installation of signage, and striping of roadways so as to accommodate non-motorized transportation facilities.

Policy 3.1.3 Development or expansion of aviation and related facilities shall be consistent with the Okaloosa County Airport Master Plan and the Future Land Use Map and balanced with sound business practices. All proposals for development or expansion of aviation and related facilities shall include findings that describe the consistency

between the proposed development and expansion with all elements of this ordinance. The County or its consultants may prepare the findings. In the event the findings are prepared by applicants not associated with the County, the findings must be approved by the County in advance of the issuance of any development permit or order.

Policy 3.1.4 All new or expanded airport facilities shall be constructed so as to consider and mitigate any impacted natural resources.

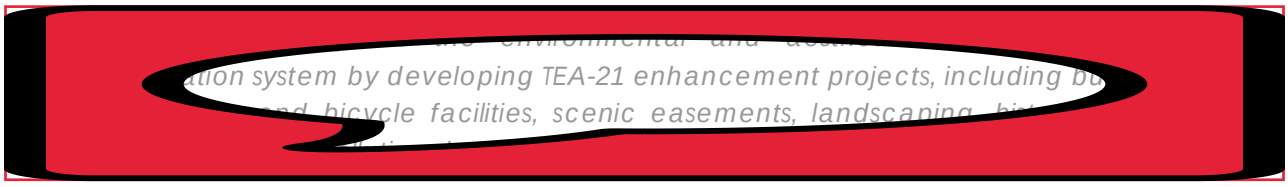
Objective 3.2 *Encourage accessible public transportation for the transportation disadvantaged through coordination of local social service transportation.*

Policy 3.2.1 Continue to support the provision of transportation services to the transportation disadvantaged by the designated provider.

Policy 3.2.2 Coordinate plans for transportation-disadvantaged services with the development of the Five-Year Transit Development Plan as updates are completed.

Objective 3.3 *Enhance the urban area economic vitality by providing a transportation system that takes into consideration the needs of the business community and economic development strategies.*

Policy 3.3.1 All developments, including, but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, non-motorized transportation facilities and sufficient vehicular parking to accommodate the needs of the development.



Policy 3.4.1 Conduct a study to identify potential ISTEA enhancement projects and apply for the funds on an annual basis.

Goal 4: Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities.

Objective 4.1 *Minimize the need for construction of new highways through development of a Congestion Management System and identification of strategies to reduce travel demand, encourage alternative modes of travel and implement traffic operations improvements.*

Policy 4.1.1 Participate in the development of the Okaloosa – Walton TPO 2030 LRTP plan as it addresses establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region.

Policy 4.1.2 Participate in the development of the TPO 2030 plan as it addresses establishment of transportation system management strategies that are appropriate to improve system efficiency and enhance safety.

Policy 4.1.3 Support and promote public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Make information available at all county offices on any commuter assistance programs, public transit, the coordinated transportation system program, and any bicycle/pedestrian programs endorsed by the County.

Objective 4.2 *Maintain and enhance the safety and efficiency of the arterial road system and minimize transportation conflicts associated with development by coordinating FDOT driveway permitting process, limiting development access to the transportation system and increasing interconnection between adjacent developments.*

Policy 4.2.1 Any time a development project requires installation of access ways at distances closer together than the number of feet approved by FDOT for the roadway, a system of service roads will be required to be installed by developers for new development along arterial roads and designated limited access highways within the County, consistent with FDOT access management policy.

Policy 4.2.2 The County shall limit new access points to arterial and collector roads by requiring minimum distances for separation of driveways and median cuts, consistent with FDOT and County access management policy.

Policy 4.2.3 Whenever possible require developments to provide direct vehicular and pedestrian connections to adjacent residential developments and/or service

commercial or institutional land uses to reduce the need for additional access onto collector and arterial streets.

Goal 5: Provide measures to relieve financial constraints on improvements to the transportation system.

Objective 5.1 *Obtain adequate funding for needed transportation improvements by encouraging greater state and federal participation and local adoption of measures to augment these revenue sources.*

Policy 5.1.1 Continue to levy a local option gas tax as a user fee and use the funding obtained to construct and maintain bridges and roads and associated transportation facilities.

Policy 5.1.2 Assist in the development of a Cost Feasible Plan that identifies sources of funding that can reasonably be expected to be available to implement the Okaloosa – Walton TPO 2030 LRTP and recommends additional funding sources for other needed improvements.

Objective 5.2 *Equitably distribute transportation costs by requiring applicable development projects to construct appropriate transportation improvements on the public road system based on the proportional impacts of the development.*

Policy 5.2.1 The LDC shall require that development projects install applicable ingress/egress lanes and any traffic control measures deemed appropriate to ensure efficiency and safety of connections to the public roadway system commensurate with the project's impact.

Policy 5.2.2 Encourage or require where appropriate new residential subdivisions, depending on their relation to congested or deficient arterial roadways, to design an internal public street system that will implement other goals, objectives and policies adopted in the transportation element to mitigate further congestion on the arterial roadway system.

Objective 5.3 *Protect existing and future rights-of-way from building encroachment.*

Policy 5.3.1 It is hereby declared that the protection and preservation of certain roadway rights-of-way from building encroachment furthers a legitimate

governmental interest in the form of ensuring adequate right-of-way for future widening or improvement projects, protecting the public safety by ensuring that buildings do not become a hazard to either motorists or building occupants due to proximity to the roadway, and providing a means to accommodate future growth and development by ensuring adequate roadway and transportation corridors.

Policy 5.3.2 No portion of any building shall be constructed within an existing public roadway except for those buildings or structures which functionally must be located within a right-of-way (i.e. toll booth, weigh station, pedestrian overpass, etc.).

Policy 5.3.3 The following criteria shall be used when evaluating which roadways may be subject to right-of-way protection and preservation: 1) apply only to **existing** roadways and rights-of-ways; 2) the roadway must be identified for widening or improvement in the Okaloosa-Walton TPO 2030 Long Range Transportation Plan (LRTP); 3) insufficient right-of-way exists to accommodate the work program described in the LRTP, and; 4) the road segment must be relatively free of buildings already located within the right-of-way protection/preservation area.

Policy 5.3.4 When rights-of-way for future roadway improvements have been identified and scheduled for construction, such rights-of-way shall be preserved through acquisition of the properties involved, or in the manner prescribed at s. 336.02, F.S.

Goal 6: Provide a cooperative, continuing and comprehensive transportation process.

Objective 6.1 *Achieve a coordinated area transportation system through a local, regional, state and national decision-making partnership.*

Policy 6.1.1 Coordinate the County's transportation planning process with the plans and programs of the Okaloosa – Walton TPO, the Florida DOT, the Northwest Florida Coast Resource Management and the West Florida Regional Planning Council *Strategic Regional Policy Plan.*

Policy 6.1.2 Continue to fund the County's fair share of the annual operating cost of the Okaloosa – Walton TPO and provide representatives to serve on the TPO and the various advisory committees created by the TPO.

Objective 6.2 *Ensure that the transportation system is supportive and compatible with growth management goals by coordinating the transportation plan with local, regional and state comprehensive plans.*

Policy 6.2.1 All land use decisions shall be consistent with Okaloosa County's Future Land Use Maps and the Traffic Circulation Maps.

Policy 6.2.2 The County Growth Management Director or designee shall review all plans and proposals for development or redevelopment within the County by using the Future Land Use Maps and the Future Traffic Circulation Maps adopted herein. The review shall include a determination of consistency with the maps. Note: The review is not limited to the map series but must include the map series.

Objective 6.3 *Ensure the transportation system chosen as the optimum design is user acceptable by taking into consideration local desires and preferences.*

Policy 6.3.1 Continue to promote a high level of citizen participation in the transportation planning process through an active TPO Citizen's Advisory Committee and public meetings.

4th Avenue

There are no Letters of Support available at this time.

Board of County Commissioners
Paul Mixon, Chairman (District 1)

State of Florida

December 3, 2024

Florida Department of Transportation – Transportation Alternatives Program

RE: Designation of Authorizing Official

To Whom It May Concern:

We are writing to inform the Florida Department of Transportation – Transportation Alternatives Program of the designation of John Hofstad, County Administrator, as the Authorizing Official for the FDOT - 4th Avenue Sidewalk Addition Transportation Alternatives Program Application.

Please accept this as our formal designation as voted on by the Board of County Commissioners on this day.

Sincerely,

Paul Mixon
Chairman, Board of County Commissioners

- 302 N. Wilson St., Suite 302 • Crestview, FL 32536 • (850) 689-5030
- 1250 N. Eglin Pkwy, Suite 100 • Shalimar, FL 32579 • (850) 651-7105 • Fax: 651-7142

EXISITING CONDITIONS REPORT

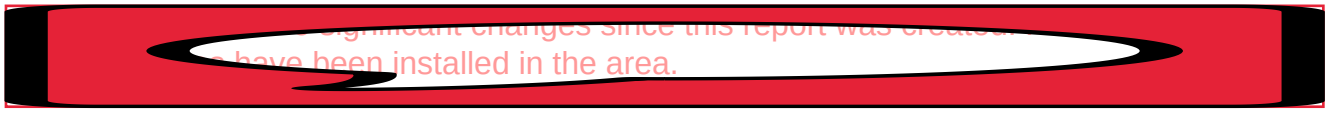
PROJECT NAME: 4th Avenue Sidewalk Addition, Shalimar, Okaloosa County TA Application

PROJECT SCOPE: *The Addition of a 5' wide concrete pedestrian sidewalk on the North side of 4th Street from 2nd Street to 12th Street. Proposed project length 5,160 feet (098 miles)*

NOTES:

→ Photographs will be shown in order this report from South to North or (West to East) depending on project orientation.

→ Notes have been included with photographs in this report.



DIRECTION: East ***DESCRIPTION:*** Intersection of 4th Ave. and 2nd St. ***NOTES:*** Start Project, along left side (North)	***DIRECTION:*** East ***DESCRIPTION:*** ***NOTES:*** Sidewalk will be along left side (North)
DIRECTION: North ***DESCRIPTION:*** Intersection of 4th Ave. and 3th St. ***NOTES:*** Sidewalk will cross 4th street.	***DIRECTION:*** East ***DESCRIPTION:*** Intersection of 4th Ave. and 3th St. ***NOTES:*** Location of 3rd St sidewalk concrete

DIRECTION: Northwest
DESCRIPTION: Intersection of 4th Ave & 4th St.
NOTES: Sidewalk will cross 4th St (right side of image)

DIRECTION: North
DESCRIPTION: Drainage on East side of 4th Street
NOTES: Sidewalk will cross 4th St., Left side of image

DIRECTION: Southeast
DESCRIPTION: Drainage on west side of 4th St.
NOTES: Sidewalk will cross 4th St (left side of image)

DIRECTION: Northwest
DESCRIPTION: Intersection of 4th Ave & 5th St.
NOTES: Sidewalk will cross 5th St. (center-right of image)

DIRECTION: West
DESCRIPTION: Sidewalk crossing at 6th St.

DIRECTION: Southeast
DESCRIPTION: Intersection of 6th Street & 4th Ave.

NOTES:	***NOTES:***
DIRECTION: Southwest ***DESCRIPTION:*** Utility & shrubbery in ROW at 4th Ave &7th St. ***NOTES:***	***DIRECTION:*** East ***DESCRIPTION:*** Sidewalk will cross 7th St ***NOTES:*** Shalimar Community Park Pictured on left
DIRECTION: North ***DESCRIPTION:*** Intersection of 4th Ave & 8th St. ***NOTES:*** Sidewalk will run directly adjacent to Shalimar Quick Stop Convenient Store and there will be a sidewalk crossing at 8th St.	***DIRECTION:*** Northwest ***DESCRIPTION:*** Townhomes on North side of 4th Ave. ***NOTES:*** Sidewalk will run in front of pictured townhomes

DIRECTION: Northeast
DESCRIPTION: Area just West of 9th St.
NOTES: Sidewalk will run next to fence pictured left of photograph.

DIRECTION: Northwest
DESCRIPTION: Intersection of 4th Ave & 9th St.
NOTES: Sidewalk will cross 9th St, center of image.

DIRECTION: North
DESCRIPTION: Townhomes East of previous and North of 4th Ave.
NOTES: Sidewalk will run in front of these townhomes, see next image.

DIRECTION: East
DESCRIPTION: Existing drainage system present at townhomes same side of road of proposed sidewalk.
NOTES: Sidewalk may run alongside drainage, image right

DIRECTION: East
DESCRIPTION: Existing drainage system present at townhomes same side of road of proposed sidewalk.
NOTES: Sidewalk may run alongside drainage, image right

DIRECTION: East-southeast
DESCRIPTION: The intersection of 4th Ave. & 10th St.
NOTES: Sidewalk will cross 10th St at this location

DIRECTION: Southwest
DESCRIPTION: Intersection of 4th Ave & 10th St.
NOTES: sidewalk will cross 10th St, image right

DIRECTION: East
DESCRIPTION: Intersection of 4th Ave & 11th St.
NOTES: sidewalk crossing will be in center of image on 11th St.

DIRECTION: East ***DESCRIPTION:*** between apartments and roadway looking towards country club ***NOTES:*** sidewalk may require asphalt removal	***DIRECTION:*** Southwest ***DESCRIPTION:*** Intersection of 4th Ave & 12th St. ***NOTES:*** This is end of proposed sidewalk to include crossing at 12th St.
DIRECTION: Northwest ***DESCRIPTION:*** view from south of the beginning of country club ***NOTES:*** crossing will be on 12th St.	

Transportation Alternatives Program

Project Scoring Criteria

Okaloosa-Walton Transportation Planning Organization

OWTPO

EMERALD COAST REGIONAL COUNCIL

Project Scoring Criteria Background

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

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

Project Scoring Criteria Requirements

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

General Guidelines for Supplemental Data

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

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

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

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

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

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

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

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

Eligible Projects for the Transportation Alternatives Program:

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

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

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

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

Who May Apply?

Eligible project sponsors are determined by the FHWA and should be LAP certified:

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

TPOs are not able to directly sponsor projects.

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	18
Criterion 2	Connectivity	20	9
Criterion 3	Location Efficiency	15	15
Criterion 4	Public Support	10	0
Criterion 5	Proximity to School	10	10
Criterion 6	Design Quality	10	2
Criterion 7	Environmental/Archeological Projects/ Historic Preservation	10	0
	Total Points Possible	100	54

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

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

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

Project is Designed to Avoid Moderate and High Crash Corridors The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. **(select one)**	**Pts**	
Moderate crash corridor = 3-10 pedestrian/cyclist incidents from past 5 years	2	
High crash corridor = >10 pedestrian/cyclist incidents from past 5 years	3	

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

Reduce Human Exposure – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a "physical barrier" or "defined space" into the project design. ***Provide a brief description for each claimed criterion – notate on map where applicable.***	**Pts**	
Physical Separation Barrier 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	
Defined Space A "defined space" includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4-foot-wide shoulder.	1	1

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

Total Points for Safety Criteria	12

Criterion 2: Connectivity - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

General Connectivity - *Provide a brief description for each claimed criterion – notate on map where applicable*	**Pts**	
Improves access to commercial areas	3	3
Improves access to parks and recreational areas	3	3
Provides pedestrian/bicycle facilities where none exist	3	3
Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity	3	
Fills a documented gap in an existing transportation network	3	
Provides pedestrian/bicycle facilities between a K-12 School and a zoned residential area	2	

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

Total Points for Connectivity Criteria	9

Criterion 3: Location Efficiency - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Maximum Points Allowed: 15

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

Location Efficiency – *Provide the name and location of each claimed destination of interest*		
High Interest Select One (7 pts total)	**Moderate Interest Select One (5 pts total)**	**Low Interest Select One (3 pts total)**
Town Center – Square	Multi-Family Developm	Post Office
Mixed Use Center	Park n Ride Lot	Bank
Major Employment Center (over 150* employees) Office Park, Big Box Retail	Park	Bus Stop (typically a bench or 5-15 person shelter)
Transit Center/Station (serves multiple routes and networks)	Greenway	Rural Road Bike Routes
School - K-12 School Facility (within 2 miles)	Retail Center	Child Day Care Cent
University/College (direct connection)	Religious/Civic Center	
Hospital	Unique Destination (Tourist Destinations)	
Entertainment Center Combination of Restaurants/ Theaters/Music Venues	Health Care Clinic (multiple doctors on staff < 5)	
Marinas	Libraries	
Recreation Facility fields, gymnasi	Grocery Store/Farmers Market/ Stationary Food Providers	
Low Density Single Family (detached single family developments)	Hotels	

Total Points for Location Efficiency Criteria	15

Criterion 4: Public Support - Documented support can be in the form of resolutions, letters, and minutes of public record. Supporting documents can be gathered and submitted by public officials, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations.

Public Support (select one)	**Pts**	
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
Resolutions of support from 2 local governments; or a resolution of support from 1 local government + 4 letters of support (2 letters from a private source and 2 from a public source)*	10	

**Letters of support must be dated within the past 3 years*

Total Points for Public Support Criteria	5

Criterion 5: Proximity to School – Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools Program.

Proximity to School – for *Criterion 5* a school is defined as a K-12 education facility; or a public or private university, college, or community college. *List the name and address of schools within the 2-mile project radius* **(select one)**	**Pts**	
Project > 2 Mile from a school	0	
Project within 1-2 mile of a school	5	
Project within 1 mile of a school	10	10

Total Points for Proximity to School Criteria	10

Criterion 6: Design Quality - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

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

Total Points for Design Quality Criteria	2

Criterion 7: Environmental/Archaeological Projects/

Historic Preservation

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

Total Points for Environmental/Archaeological Projects/ Historic Preservation Criteria	0

Additional Project Information

The following sections is to provide additional project information to the TPO. The answers in this section will not be scored. The information below will aid the TPO in ranking projects for the Okaloosa-Walton TPO TAP Priority list that is submitted to the Florida Department of Transportation.

Information Only – The following answers are for the TPO project review and will not be scored			
Total project cost:	$ 874,000		
Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation.	$194,000 - Local Match		
Total length of the project (miles)?	PROPOSED PROJECT LENGTH 5,200 (0.98 MILES).		
How many intersections are located within the project boundaries?	9 INTERSECTIONS, 11 INCLUDING TERMINI		
Does the project address a unique safety issue not detailed in the Safety Criteria?	NO		
Project Readiness – Project Phase as submitted:	Conceptual On	Preliminary Plans Complete	Final Plans Complete (shovel ready)

Definitions for Criterion 3: Location Efficiency

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Health Care Clinic: These can include facilities with more than 5 doctors on staff.

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

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

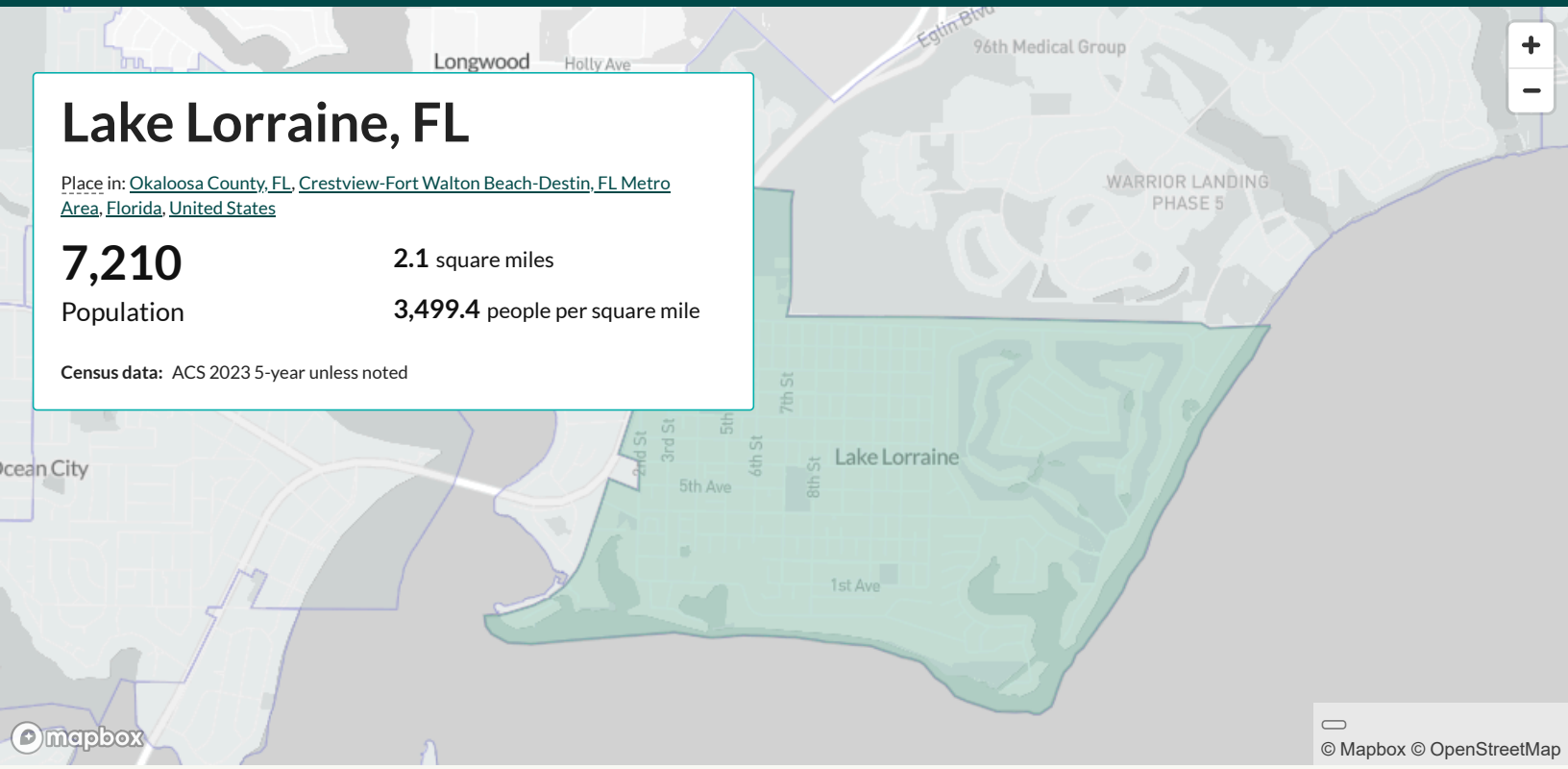
Food Options: Large and small grocery stores, farmer's markets, or fresh foods. Other local, stationary food providers will be considered.

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

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

Bus Stop (Neighborhood Scale): Typically, a bench or 5 to 15 person shelter located adjacent to a sidewalk or roadway.

Child Day Care Center: a facility providing regularly scheduled care for a group of 20 or more children for periods of less than twenty-four hours



Lake Lorraine, FL

Place in: Okaloosa County, FL, Crestview-Fort Walton Beach-Destin, FL Metro Area, Florida, United States

7,210
Population

2.1 square miles

3,499.4 people per square mile

Census data: ACS 2023 5-year unless noted

Find data for this place

Search by table or column name...

Hover for margins of error and contextual data.

Demographics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

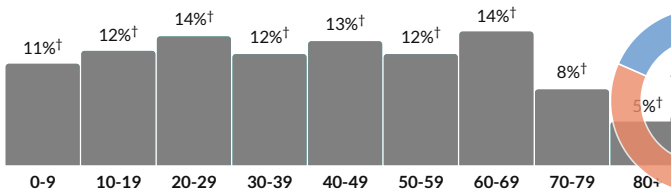
Age

41.3
Median age

a little higher than the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 39.2

a little less than the figure in Florida: 42.6

Population by age range



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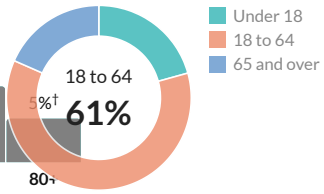
Population by age category



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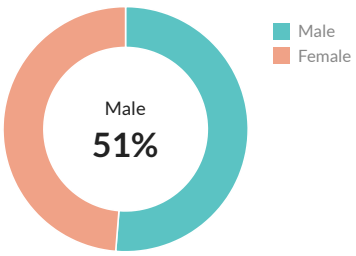
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Sex



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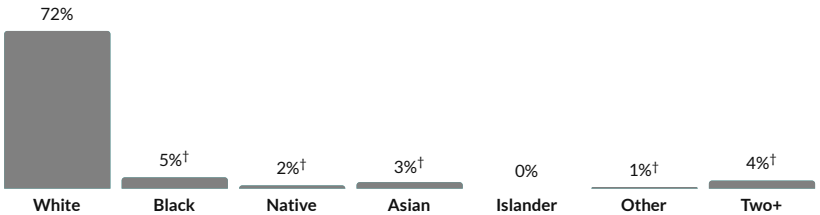
Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

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Economics

Income

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

$54,848

Per capita income

about 25 percent higher than the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: $44,122

about 1.3 times the amount in Florida: $41,055

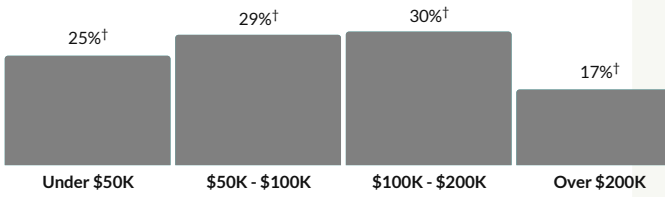
$91,619

Median household income

about 20 percent higher than the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: $79,150

about 1.3 times the amount in Florida: $71,711

Household income



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Poverty

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

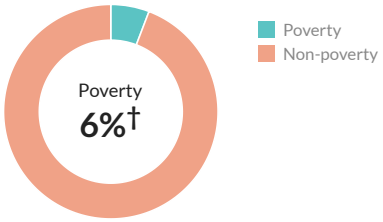
8%

Persons below poverty line

about 80 percent of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 9.9%

about three-fifths of the rate in Florida: 12.6%

Children (Under 18)



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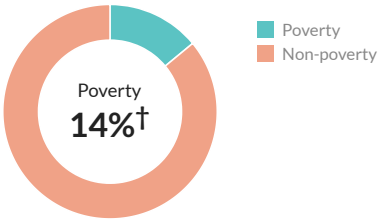
Seniors (65 and over)



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Transportation to work

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

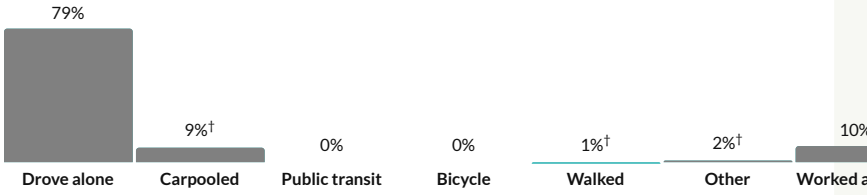
23.1 minutes

Mean travel time to work

about 90 percent of the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 27

about 80 percent of the figure in Florida: 28

Means of transportation to work



* Universe: Workers 16 years and over

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Families

Households

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

2,945

Number of households

the Crestview-Fort Walton Beach-Destin, FL Metro Area: 116,782

Florida: 8,550,911

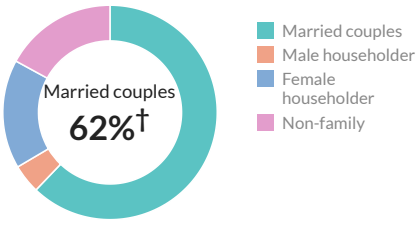
2.5

Persons per household

about the same as the figure in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 2.5

about the same as the figure in Florida: 2.5

Population by household type



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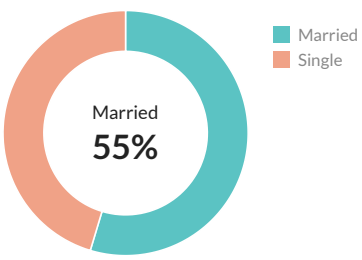
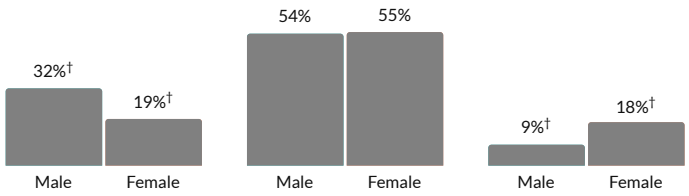
Marital status

† Margin of error is at least 10 percent of the total value. Take care with this statistic.



Marital status, by sex



* Universe: Population 15 years and over

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Never married | Now married | Divorced | Widowed

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Fertility

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

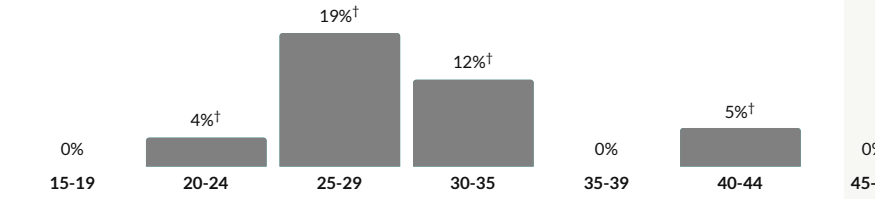
5.5%

Women 15-50 who gave birth during past year

about 80 percent of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 6.6% †

about 10 percent higher than the rate in Florida: 4.8%

Women who gave birth during past year, by age group



* Universe: Women 15 to 50 years

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Housing

Units & Occupancy

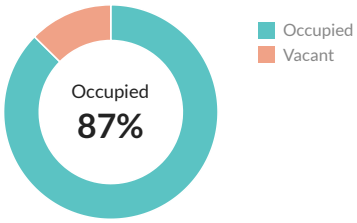
3,370

Number of housing units

the Crestview-Fort Walton Beach-Destin, FL Metro Area: 161,369

Florida: 10,082,356

Occupied vs. Vacant



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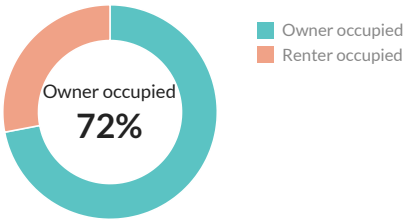
Ownership of occupied units



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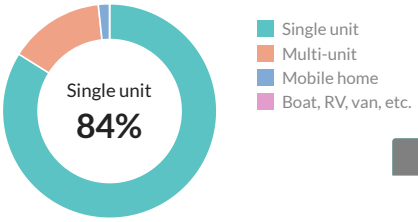
Types of structure



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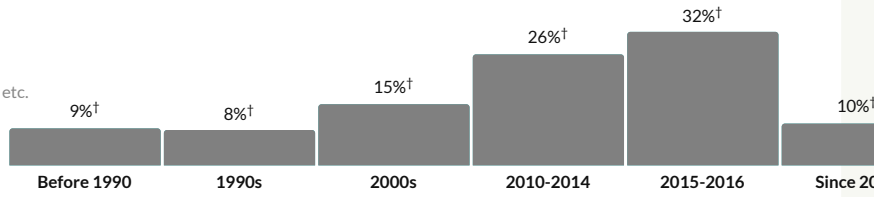
Year moved in, by percentage of population



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Value

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

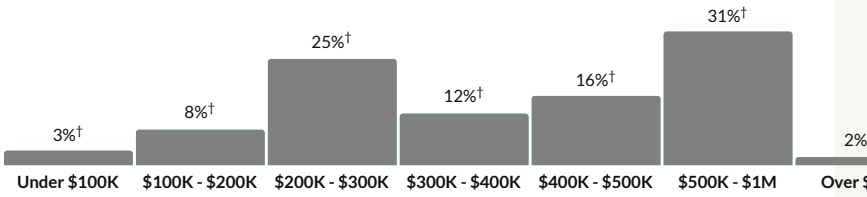
$411,900

Median value of owner-occupied housing units

about 25 percent higher than the amount in the Crestview-Fort Walton Beach-Destin, FL Metro Area: $333,800

about 25 percent higher than the amount in Florida: $325,000

Value of owner-occupied housing units



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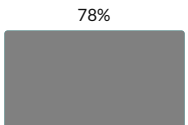
Geographical mobility

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

22.1%

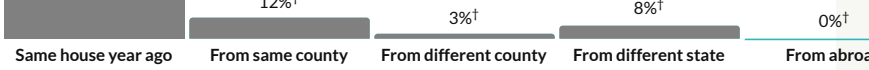
Moved since previous year

Population migration since previous year



about 1.3 times the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 17.4%

about 1.5 times the rate in Florida: 14%



Show data / Embed

Social

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Educational attainment

94%

High school grad or higher

about the same as the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 92.9%

a little higher than the rate in Florida: 89.6%

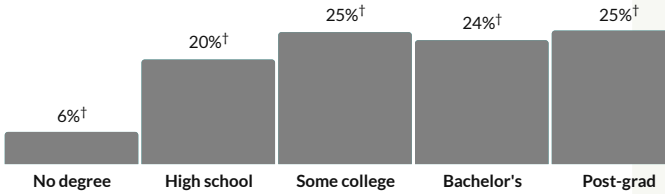
48.9%

Bachelor's degree or higher

about 1.4 times the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 34.2%

about 1.5 times the rate in Florida: 33.2%

Population by highest level of education



* Universe: Population 25 years and over

Show data / Embed

Language

N/A

Persons with language other than English spoken at home

Language at home, children 5-17

No data available

Language at home, adults 18+

No data available

Place of birth

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

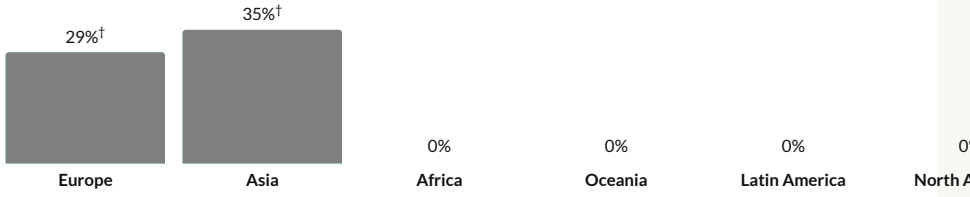
6.4%

Foreign-born population

about 80 percent of the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 8.2%

about one-third of the rate in Florida: 21.4%

Place of birth for foreign-born population



Show data / Embed

Veteran status

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

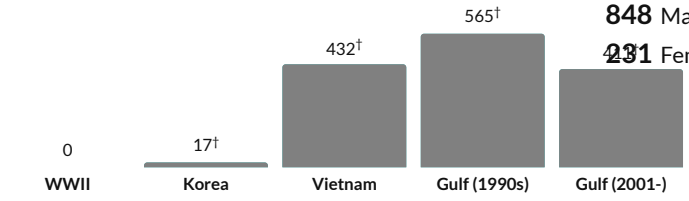
20%

Population with veteran status

about 10 percent higher than the rate in the Crestview-Fort Walton Beach-Destin, FL Metro Area: 17.7%

more than double the rate in Florida: 7.7%

Veterans by wartime service



1,079 Total veterans
848 Male
231 Female

* Civilian veterans who served during wartime only

Show data / Embed

Hover for margins of error and contextual data.

Citation: U.S. Census Bureau (2023). *American Community Survey 5-year estimates.* Retrieved from *Census Reporter Profile page for Lake Lorraine, FL* <http://censusreporter.org/profiles/16000US1238287-lake-lorraine-fl/>

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4th Avenue, Shalimar

Criterion 1: Safety
Signal Four Analysis shows two pedestrian/cyclist incidents within the past 5 years, see attached data map Improves mobility for disabled, elderly or youth populations: within 1 mile of Shalimar Elementary School 1350 Joe Martin Circle and Shalimar Park between 7th and 8th Street. (see attached map)
Traffic count data has not been established for this roadway. We will count the traffic before the next application deadline if it isn't' selected this fiscal year.

Criterion 2: Connectivity
Improves access to commercial areas: S-Mart Convenience Store 85 4th Avenue, Shalimar, Florida 32579 Improves access to parks and recreational areas: Shalimar Park between 7th Street & 8th Street on 4th Avenue Provides pedestrian/bicycle facilities where none exist: There is currently no walking/bike path at the location of 4th Avenue.

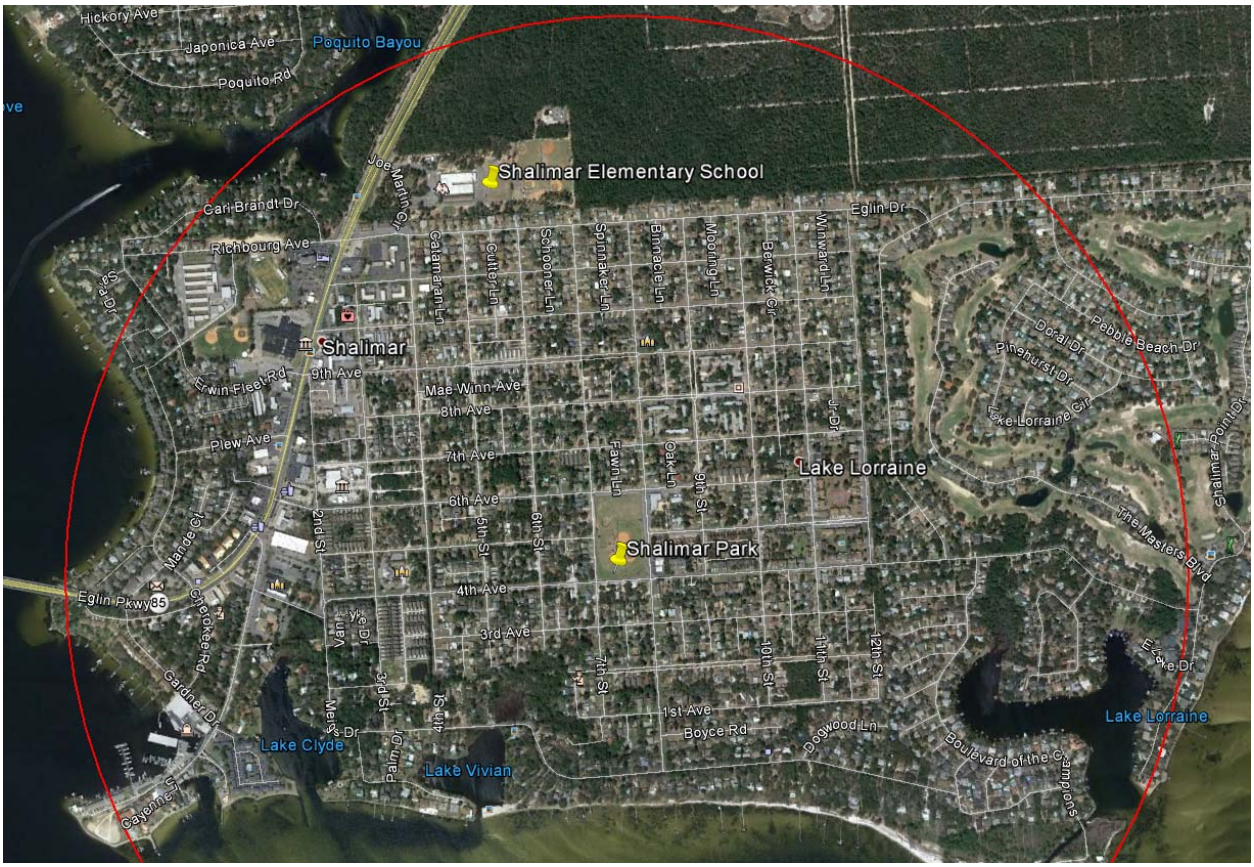
Criterion 3: Location Efficiency
Recreation Facility: Shalimar Park between 7th Street & 8th Street on 4th Avenue.
Multi-Family Development: Country Villas, 27 9th Street
Child Day Care Center: Dimples Day Care, 36 8th Street, Shalimar

Criterion 5: Proximity to School
Project within 1 mile of a school: Shalimar Elementary School, 1350 Joe Martin Circle

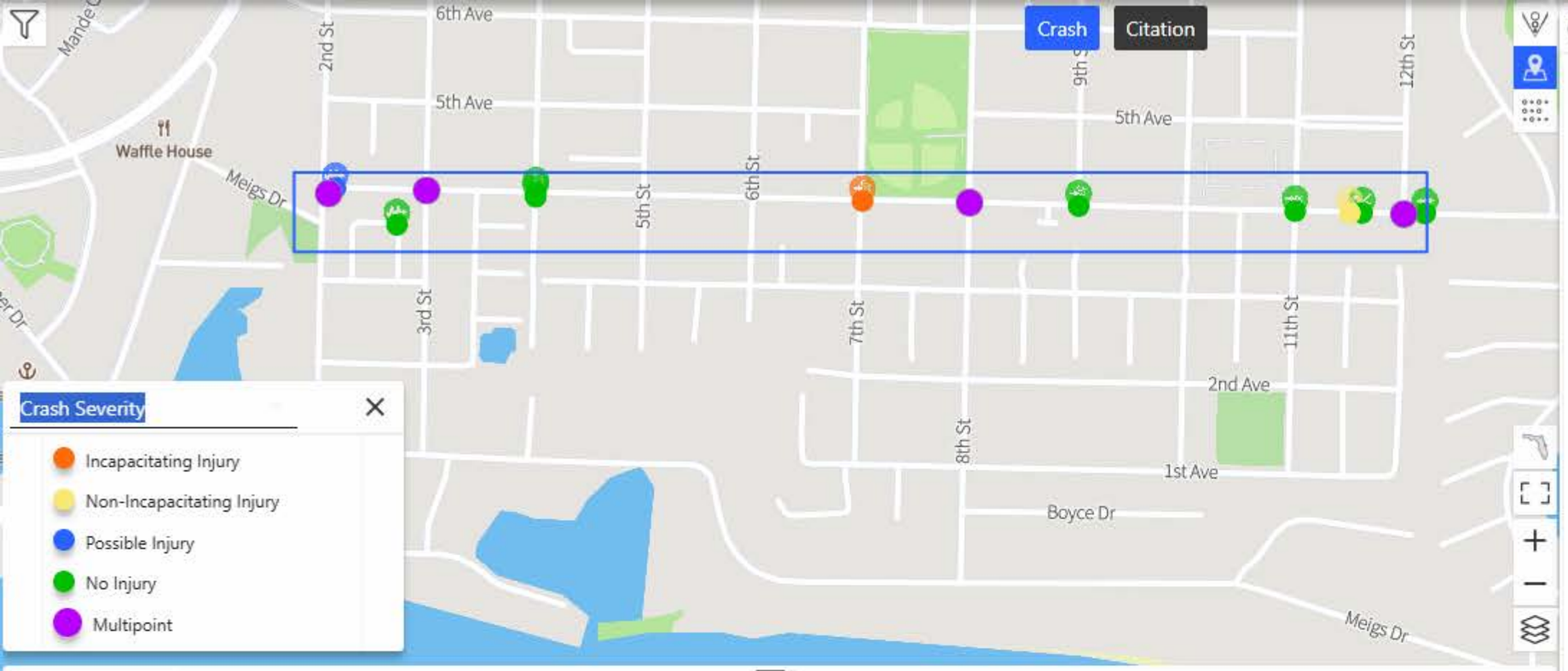
Criterion 6: Design Quality
Addresses both walking and biking: the proposed 5' sidewalk will provide both walkers and bicyclist safe access.
All Right of Way has been secured or none is needed: Right-of-Way is 100' owned by Okaloosa County.

Criterion 1: Safety

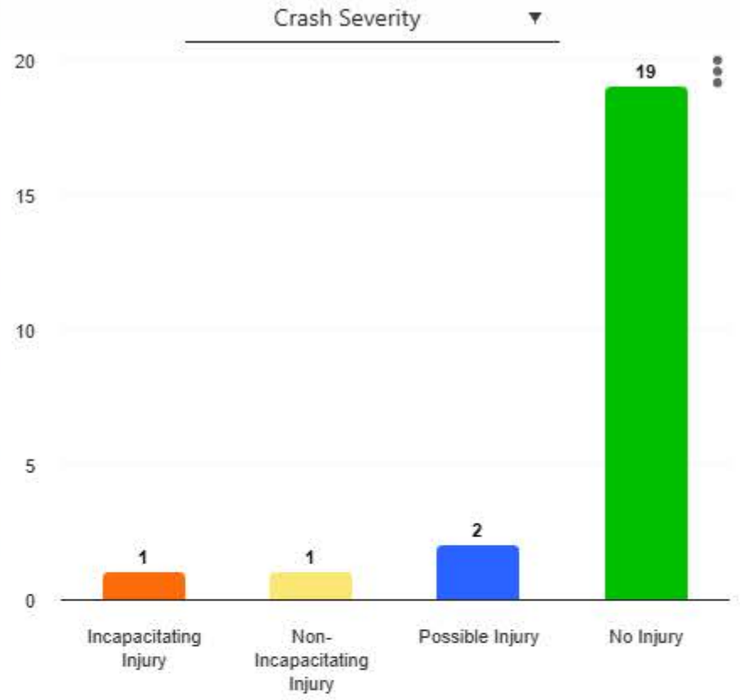
Improves mobility for disabled, elderly or youth populations.

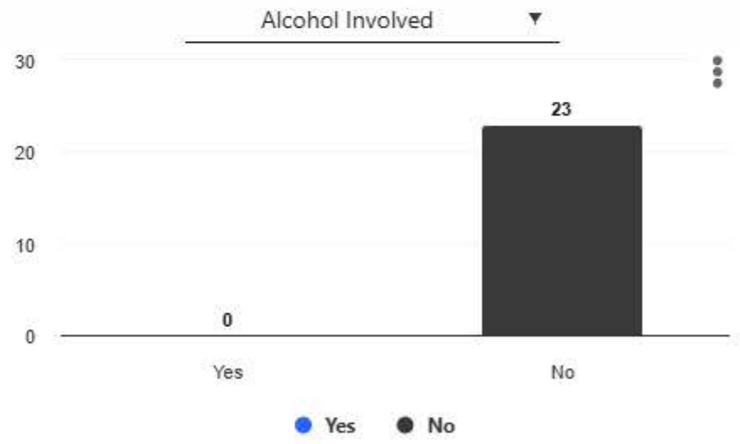


Within 1 mile of Shalimar Elementary School and Shalimar Park



Charting





Injury Summary | Common Attributes | FDOT Attributes

	Total	Fatal Crashes	Serious Injury Crashes	Injury Crashes	Property Damage Only...
Crashes	23	0	1	3	19
Fatalities (within 30 Days)	0	0	0	0	0
Incapacitating Injuries	1	0	1	0	0
Non-Incapacitating Injuries	1	0	0	1	0
Possible Injuries	3	0	0	3	0
No Injuries	40	0	2	2	36
Non-Traffic Fatalities	0	0	0	0	0